

Volume 43

15
TRAVELER 11/15/30



WITH THE MAYOR OF BOSTON. Three distinguished Democrats, United States Senator David I. Walsh, Hon. Alfred E. Smith and Mayor James M. Curley.

RECORD 11/15/30

Mayor at Jordan Subway Entrance Debut



Mayor James M. Curley, Miss Mary Curley, Ralph C. Hudson, Edward R. Mitton, Col. Thomas F. Sullivan, James Calvert, Edward Dana and Thomas Lockney, l. to r., among the city, L and Jordan-Marsh Co. officials who attended the opening yesterday of Jordan's new Summer st. subway entrance.

Post 11/15/30

HE IS RIGHT

Mayor Curley is right in his opinion that the proposed sale of apples by the unemployed in the streets of Boston would have no beneficial effect on the situation. His decision that the city will have no share in such a scheme, given to the State Agricultural Department, is to be commended.

The Mayor's chief objection is that when the news of Boston's employment of the unemployed in peddling apples was noised abroad, all the mendicants within hailing distance would flock hither to share in the pomological harvest. "Every corner would be posted with men preying on the generosity of the good natured," he says.

It certainly is difficult to see just how these operations would benefit the jobless to any appreciable extent. Unless, perchance, the apple-sellers were like some of the old-time pencil merchants, and took in all they could wheedle from the people.

HERALD 11/15/30

CURLEY APPROVES PAVING CONTRACTS

Two Brighton street paving contracts were approved yesterday by Mayor Curley. For the laying out and construction of Winship street, A. G. Tomasello & Co., Inc., will receive \$22,000 and for paving Donnybrook road, Samuel J. Tomasello will be paid approximately \$14,000.

The mayor announced that bids have been invited for the reclamation of flat land off the Strandway, South Boston, between Columbus circle and the Mosquito Yacht Club. The area includes clam digging tracts. In addition to the grading, which will be done by manual labor, concrete walks will be laid.

The mayor delegated Director John J. Shields of the employment bureau and Miss Elizabeth M. Herlihy of the planning board to attempt to secure from the Women's City Club the use of the parlor of the clubhouse on Beason street as a temporary employment bureau for women.

TRANSCRIPT 11/15/30
Awards \$28,204 in

Suit Against City

Morris Cohen and Irving M. Flashman were today awarded \$28,204.08 in their suit against the city of Boston for an assessment of damages for the taking of a vacant lot of land at 248 Chestnut Hill avenue, Brighton, for schoolhouse purposes on Nov. 20, 1929. The case was tried before Judge Charles Donahue and a jury. William I. Schell, counsel for Cohen and Flashman, had asked for \$36,000. Lowell A. Mayberry, counsel for Ginsberg & Goodman, Inc., holders of a mortgage for \$47,900 on the property, and on which it is said about \$35,000 is due, intervened in the suit to protect the rights of his clients. Joseph A. Campbell appeared for the city.

Post 11/15/30

Open Subway Entrance to Jordan Marsh Store



AT OPENING OF JORDAN'S SUBWAY ENTRANCE

Left to right: Mayor Curley, Miss Mary Curley, Ralph C. Hudson, executive vice-president and general manager of Jordan's; Edward R. Mitton, general merchandise manager; Thomas F. Sullivan of the Transit Commission; Edward L. Dana, general manager of the Elevated. Behind Colonel Sullivan is Thomas F. Lockney, and behind Mr. Dana is James Calvert, general sales manager of Jordan's basement store.

The new subway entrance to the Jordan Marsh Company's store proved its usefulness on the opening day, yesterday, when the crowds that flocked into the store exceeded, by far, the largest day in Jordan's history. In the first five minutes alone, 650 passed into the store through the four new turnstiles.

To care for this enormous business, which far exceeded the expectations of the officials of the company, a force of 500 persons were employed in waiting on customers. Ralph C. Hudson, executive vice-president, said that the record-breaking crowds were handled by pressing into service the non-selling departments, such as bookkeepers, etc., to supplement the regular and extra selling forces.

Mayor Curley and his daughter, Miss Mary Curley, were the first through the new turnstiles, when the subway entrance to the store was thrown open to the public. They were followed by Vice-President Hudson, Colonel Thomas F. Sullivan of the Transit Commission, General Manager Edward L. Dana of the Elevated, and Edward R. Mitton, Thomas F. Lockney and James Calvert of the Jordan Marsh Company.

The new subway entrance and other changes which have been made in connection with it represents an investment of \$140,000 to the Jordan Marsh Company. The new entrance is 22 feet in width and is equipped with four auto turnstiles into which dimes may be dropped when passing from the store to trains.

The architectural firm of Bigelow, Wadsworth, Hubbard & Smith designed the new entrance. Beautiful effects

have been produced by the use of Italian and Tennessee marbles. The window backs are of gray limestone and the large panes of glass are set in bronze frames. The wall of the main store has been removed to such an extent that there is ample passageway to the basement store.

TRAVELER 11/15/30
HARVARD-B.C.

GRID GAME IS MAYOR'S GOAL

Curley Seeks Contest to Raise Fund for Unemployed

By GUS ROONEY

Harvard and Boston College varsity football teams may play a post-season game at the Harvard stadium or Braves field to help the unemployment situation in Boston.

AWAITS OFFICIAL NOTICE
This was learned today at Harvard

and at City Hall. Mayor Curley, who is doing everything possible to help the unemployed citizens, will ask Harvard today to play the game and allow the receipts to be turned over to the unemployment committee.

William J. Bingham, chairman of the Harvard athletic committee when asked for some information concerning the proposed game announced that he had not formally received an application from the mayor for the game, and when he did receive it he would immediately turn it over to the President Lowell of Harvard because it was business that would have to come before the overseers of the college. Bingham did not say whether he was in favor or against the game, but did admit that Harvard had a non-post season game agreement with Yale, and that would have to be waived if such a game was played. Once before this agreement was waived when Harvard travelled to the coast for a New Year's game in California.

ALUMNUS RAPS HARVARD STAND

Harvard University is criticised in the current edition of the Harvard Alumni Bulletin for its refusal to permit its football team to participate in a post-season game for the benefit of the unemployed.

In a letter published in the Harvard graduate publication, Edward T. Lee of Chicago, a graduate of Harvard in the class of 1886, states that it is absurd for Harvard to avoid playing such a game on the grounds that it does not wish to establish a precedent.

Lee closes his letter with a scathing attack on colleges in general, declaring that higher institutions have lately been accused of becoming racketeers, and that there is more than a semblance of truth to the accusation.

His letter follows:

"I regret to note that those in charge of football at Harvard are standing with the managers of other college teams in refusing to volunteer a game, the proceeds of which should go for the benefit of the unemployed. This attitude is to be regretted, especially because all educational institutions, public and private, are eleemosynary in character. They are the beneficiaries of public and private charity; moreover, they are tax exempt; and it would seem appropriate at this time that they might make some little return for the public and private favors conferred upon them. It is all bosh to talk about not wanting to create a precedent. Any man who gives as a reason for not giving that he does not want to create a precedent is a whitened sepulcher to begin with.

"Our higher institutions have been lately accused of becoming racketeers. The high tuition and inordinate expenses now exacted for higher education lends more than a semblance of truth to the accusation. It would not surprise me if the next Congress should rebuke this unworthy spirit, and it should be rebuked, by placing a tax upon admission to football games."

Jobless May Get Chance to Peddle Apples in Worcester

Curley Refuses to Let Scheme Be Inaugurated Here, but Awaits Results of Experiment—Vendors to Carry Labels

The project to use the surplus apple crop of the state to relieve unemployment, by permitting jobless to peddle apples, suggested by Dr. Arthur W. Gilbert, state commissioner of agriculture, may receive a trial in Worcester, it was announced yesterday.

If successful, Mayor Curley announced, it might also be tried in Boston, although he declined to permit the first trial to be made here.

CONFERENCE POSTPONED

Mayor Curley based his hesitation on the fact that the vendors would carry labels proclaiming them "jobless," and this would be demeaning and pauperizing. As a result of his stand a conference between John J. Shields, director of the city employment bureau, and Commissioner Gilbert was indefinitely postponed.

Commissioner Gilbert announced, however, that he had arranged a conference with Mayor John J. O'Hara of Worcester for next week, at which the plan will be discussed.

In New York the vendors sell the apples from baskets and wear big placards labelling them as persons without regular employment. In the cold storage markets in Boston, Commissioner Gilbert said, were apples being held by commission men who say the quantity is four times that of last year. These commission men, the commissioner said, would be willing to let these apples go at cost, about 2 cents each, if destined to aid the jobless.

Efforts were also made to induce the Harvard Athletic Association to permit the sale, by the regular stadium vendors, of these apples, the proceeds to be devoted to unemployment relief.

COMMITTEE INDORSED

Another step in the movement to relieve distress was the request made by representatives of Mayor Curley to the Women's City Club to donate space in the club house for an employment bureau for unemployed women.

The activities of the Massachusetts unemployment committee, of which James J. Phelan is chairman, were indorsed yesterday at the meeting of the executive council of the Massachusetts State Federation of Labor. The council pledged its unqualified support to the committee.

Ward chairmen, to direct subcommittees in stimulating employment and finding new jobs, were appointed yesterday in Waltham, by the Rev. D. D. Hoagland, chairman of the emergency unemployment committee of the city.

Waltham citizens are urged to have all possible work done, such as cleaning up yards, furnaces and like chores, and to notify the central committee of such jobs. The committee was informed yesterday that 10 to 15 men would be put to work every week, commencing Monday, in the Waltham cemetery.

"BUY EARLY" CAMPAIGN

On Wednesday the retail trade board of the Waltham chamber of commerce will meet to discuss hiring holiday extra help, and to start the "buy early" campaign at once.

On Dec. 1, first work will be started on the new Cedarwood standpipe, a \$50,000 construction job in Waltham, which will give employment to many. This will be 75 feet high, on a knoll of 274 feet elevation. Its capacity is 400,000 gallons.

OPEN NEW SUBWAY TO JORDAN MARSH

Curley Drops First Dime—Forms New Store Entrance

The new subway entrance at the Jordan Marsh Company store was formally opened

Mayor Curley dropped the first dime in one of the turnstile slots and pressed through to the subway platform.

He was followed by his daughter, Mary; Edward L. Dana, general manager of the Boston Elevated; Col. Thomas F. Sullivan, chairman of the Boston transit commission; Ralph G. Hudson, executive vice-president and general manager of Jordan's, and several other store executives.

This little group immediately passed in through one of the other turnstiles and immediately the great throng of shoppers that had been waiting on the subway platform for the opening of the new entrance at 9 o'clock pressed through the four gates into the lower floor of the store for men and the basement.

Mrs. Anna Budas of Biddeford, Me., who was stopping with relatives in Watertown over night, was the first shopper to press through the new entrance.

As they came in to the lower floor, shoppers found that Jordan Marsh Company had cut another large entrance from this building to the basement of the general store, where the crowds found 26 elevators ready to take them to any floor in the entire plant.

By means of this new subway entrance and exit a direct underground way is established under two city blocks from Summer street to Hayward place, thus taking an enormous amount of foot traffic off Washington street and relieving the press of pedestrians at the busy corner of Summer and Washington streets.

Passing into the new entrance from the Washington street subway one finds a short flight of steps leading to two large doorways, all finished in Italian marble and further enhanced by three attractive display windows set in ornamental bronze frames.

To make this entrance it was necessary to penetrate a supporting wall of 6 feet 6 inches thickness and to change the location of the subway switch room to another location on the platform.

The entrance alone cost over \$50,000, but the entire improvement with modifications on the platform and in the store basement represent a total outlay of \$140,000.

Between the store and the subway platform are four rolling steel fire curtains which operate automatically. Work on the project was started in August and was just completed yesterday.

Thongs all day availed themselves of the convenience of this new means of entrance and egress, thus avoiding the congestion of traffic overhead. Pedestrians going north are now able to reach their respective subway stations without the inconvenience of crossing Summer street, thus saving valuable minutes during rush periods, and pedestrians going in any direction will be able to enter direct from the store to trains for all points.

TRANSCRIPT 11/16/30

Tercentenary Ball Nets \$1942 for Charity



(Transcript Photo by Warren Colby)

Committee Heads Hand Check to the Mayor

Scene in the Executive Offices at City Hall Today When the Heads of the Committee, Louise Fessenden, Russell Codman, Jr., (Standing in Rear) and Gordon Abbott, Jr., Treasurer of the Ball, Made Their Official Report. It Had Been Planned That the Mayor Should Designate the Charities to Benefit by the Net Receipts of that Unique Function Held at the Boston Garden, and He Named Nine Foundations to the Satisfaction of the Committee as Follows: Children's Hospital, Salvation Army, Volunteers of America, St. Vincent de Paul Society, Public Welfare Department of the City, Children's Aid Society, Federated Jewish Philanthropies, Urban League and the German Aid Society

GLOBE 11/16/30

CURLEY HAS NO FEAR OF 'MANSFIELD MATCHES'

Somebody slipped one over on Mayor Curley today. About to light a cigar, during the noon conference with City Hall reporters, the mayor drew from his vest pocket a paper packet of matches, upon which appeared the picture of Frederick W. Mansfield and his campaign slogan: "The people, not the bosses want Mansfield."

"Who gave me that?" asked the mayor. He did not permit political considerations to prevent immediate use of one of the matches."

ADVERTISER 11/16/30

Mayor Curley Will Present Flag to Federation

"PUBLIC HEALTH DAY" will be observed by the Boston City Federation, at 10:30 a. m., in the auditorium of the Boston Young Women's Christian Association, the program to be in charge of Mrs. William Chenery.

A talk on "The Modern Prevention and Treatment of Disease," will be given by Dr. Timothy Leary, medical examiner for the City of Boston; and an illustrated lecture, "Optimum Health," is to be delivered by Dr. William R. P. Emerson. His subject will include fads in dieting, over-fatigue, sunlight; its use and abuse, and unrecognized faulty health habits.

Presentation of the National flag to the Boston City Federation by Mayor Curley will take place; Mrs. Willard Dana Woodbury, president of the Federation, to make the acceptance speech.

CONRY PRAISES BIG RIVER PLAN

Governmental activity in the relief of unemployment as exemplified in Mayor Curley's suggestion for development of the Mississippi river, was characterized as common sense at its best, by Traffic Commissioner Joseph A. Conry yesterday.

Addressing the convention of National Woolen and Worsted Overseers at the American House, Commissioner Conry declared public capital must be put to work for the relief of unemployment.

"Had the President immediately accepted Mayor Curley's suggestion," he said, "its beneficial effect would have been instantaneous, as for instance when the suggestion was made that the government expend a large sum of money improving our Cape Cod canal.

"Immediately certain steamship companies declared that if the government will improve the canal, they will expend several million of dollars building new ships."

\$28,000 AWARD FOR SCHOOL SITE LAND

Morris Cohen and Irving M. Flashman of this city were awarded \$28,040.80 against the City of Boston by a jury yesterday in Judge Donahue's session of Suffolk Superior Court. The award was for the taking of land by the city for a school at 248 Chestnut Hill ave., Brighton. Cohen and Flashman asked for \$36,000. Messrs. Ginsburg and Goodman intervened as holders of a mortgage on the property of \$47,900, of which \$35,000 is due.

Post 11/16/30

AWARDED \$28,204.80 FOR TAKING OF LAND

Morris Cohen and Irving M. Flashman were awarded \$28,204.80 yesterday for the taking by the city of their land at 248 Chestnut street, Brighton, for a school house. The jury were asked to give much more as the award is less than the mortgage upon the property held by Ginsburg and Goodman, Inc. The original mortgage was \$47,900 and this has been reduced to \$35,000.

The mortgagees intervened in the suit and were represented by Lowell A. Mayberry and William I. Schell appeared for Cohen and Flashman. Joseph A. Campbell, assistant corporation counsel, represented the city.

TRAVELER 11/17/30 CURLEY SAILS FOR CUBA TOMORROW

Mayor Curley will sail from New York tomorrow upon a sea voyage which will take him and his daughter, Miss Mary Curley, to Cuba. They will be absent two weeks.

They left for New York today. The mayor is anxious to shake off the cold which he contracted two weeks ago and which has not responded to treatment as quickly as he has wished.

He does not expect to spend any time in Cuba. He will sail, with several hundred more passengers, on the Franconia, and he expects to be back in Boston so that he will resume his official duties in a fortnight. During his absence President William G. Lynch of the city council will be acting mayor.

GLORIE 11/17/30 RETURNS DOWD ORDER UNSIGNED

Using All Temporary Labor He Can, Mayor Says

Mayor Curley this afternoon returned to the City Council without his approval the order of Councillor John F. Dowd of Roxbury, at the Nov 10 meeting, relative to employment.

Mayor Curley's communication to the Council follows:

"I return herewith order adopted by Your Honorable body under date of Nov 10, 1930, and reading as follows:

"Ordered: That His Honor the Mayor be requested to place at work 1000 men for a temporary period of 60 days, to be engaged in cleaning the public streets and alleyways throughout the city.

"Within the limitations imposed by law on the expenditures of the city and by the Civil Service rules on the employment of labor, every effort has been and is being made to employ as many men as possible on temporary work.

"I am informed by the Public Works Commissioner that some time before the passage of the order a requisition was made for temporary laborers, and that the present force, with the addition of these temporary men, will be sufficient to do all that is practicable on the kind of work described in the order.

"It has been my purpose from the beginning of the year to refrain from devoting time or thought to the creation of single jobs for any individual realizing that the seriousness of the situation made necessary the application of study to the development of such programs as would permit of the employment of large groups.

"It is my purpose that this policy be adhered to since the promotion of the welfare of any single individual, or small group of individuals, would in no wise relieve a situation in which such large numbers are involved as in the present.

"It would be most pleasing to me to comply with the wishes of the Council in the appointment of 1000 men, as outlined in the order, but my primary concern is the expenditure of public funds wisely so that sufficient may be available later to provide for the necessities of the needy and unfortunate who are entitled to precedence over all others.

TRAVELER 11/17/30 CITY CONTRACT TO LEOPOLD MORSE

With the consent of State Commissioner of Correction Stearns, Mayor Curley today approved a contract with Leopold Morse Company to furnish 200 suits and 100 pairs of trousers to the institution department. Heretofore such clothing has been bought from the state prison, but Dr. Stearns waived compliance with the law.

Leopold Morse Company made a price concession to the city. The clothing is made in the Morse factory by organized garment workers who are residents of Boston.

GLOBE 11/16/30

CURLEY TO LET CITY TAKE GIFTS FOR IDLE

Suspends Welfare Policy of Refusing Donations

Mayor Praises Those Business Firms Contributing Share of Receipts

Although declaring that he regretted to take the step, Mayor James M. Curley announced yesterday afternoon that he has found it necessary to depart from the public welfare policy of refusing donations. Up to the present time the Mayor has notified donors that such contributions should be forwarded to charitable organizations of the city.

Mayor Curley's statement said: "The generous tender made by the Huyler Company and D. A. Schulte, Inc., of donating 5 percent of the proceeds of their business upon Thursday, Nov. 20, together with an additional 5 percent to be contributed by the president of each company, to the relief of unemployment, has been this day accepted by me and I have requested that it forwarded to the treasurer of the Public Welfare Department for the city of Boston, James P. Maloney, at 43 Hawkins st., Boston.

"The political capitalization of the unemployment situation by publicity seekers in the City Council and elsewhere has resulted in increasing the demands on the Public Welfare Department to the extent that it will probably be necessary to spend nearly a million dollars for the remaining two months of the fiscal year.

"It is my purpose that no needy individual or family shall be deprived of the aid necessary for sustenance, and provided the business houses of Boston would reinstate some of the employees whom they have suspended, even though it were necessary to institute a stagger system, or provided that every property owner would at once institute the repairs and improvements that might be necessary within the next two years, certain relief would result.

"In the meantime, regardless of what any individual may do, the duty of the municipality is clear, namely, to provide for the needy, and this I propose shall be done. It is possible to do it in an equitable manner provided more business houses throughout the city adopt the policy recently inaugurated by the First National Stores, the Sears, Roebuck Company, the United Cigar Stores Company, and now by the Schulte Company and the Huyler Company, namely, forward a percentage of their receipts at once to the Public Welfare Department of the City of Boston.

"I have notified the Public Welfare Department that any funds received from outside sources be utilized for the providing of immediate relief to emergency cases as presented."

Post 11/16/30

ASKS CENTRAL ARTERY IN HUB

Sidney Conrad Urges the Mayor to Act Now

Immediate construction of the proposed two-level central artery through the downtown business district was urged yesterday by President Sidney S. Conrad of the Retail Trade Board, in a letter to Mayor Curley.

The proposed double artery from Haymarket square to Kneeland street not only would relieve traffic congestion in the retail section of the city but its construction at this time would provide work for the jobless, says Mr. Conrad. "Every leading authority since Gen-

at Goethals, who has looked into our situation," stated the head of the Retail Trade Board, "came to the same conclusion as Mr. Robert Whitten, city planning expert, namely—that we must have a new central artery in downtown Boston and a comprehensive city plan to take care of the future growth of Boston.

"Your administration," he wrote to the Mayor, "has shown what a progressive Mayor can do in the way of civic improvements. We business men feel that in the project for a central highway you have by far the most important development in years. We sincerely hope you will get behind this with your characteristic energy and enthusiasm, and we shall do everything we can to aid you in making the city plan a reality. May we count on your support?"

HERALD 11/16/30

APPEALS TO CURLEY TO START HIGHWAY

Retail Board of Chamber Seeks Action on Elevated Road

The retail trade board of the chamber of commerce, through President Sidney S. Conrad, yesterday urged Mayor Curley, to take immediate action to hasten the start of the construction of the downtown elevated traffic thoroughfare, recommended by the city planning board, and endorsed by the retail trade board. In his letter, President Conrad wrote:

The governing council at a special meeting two weeks ago, unanimously endorsed the immediate construction of the new central artery designed by the city planning board, and also endorsed in principle the outline and the general report of the planning board.

I am writing to you in behalf of the board to call your attention to

this incorsement and to the necessity of early action in the matter. The construction of the central artery at this time would bring employment to large numbers, and would give the city the relief from congested street traffic it has sought for years.

The city board plan with some modification, is practically the loop highway plan originally urged by you to which we gave our active support. Every leading authority since Gen. Goethals, who looked into our situation, came to the same conclusion as Mr. Robert Whitten, namely—that we must have a new central artery in downtown Boston, and a comprehensive city plan to take care of the future growth of Boston.

Your administration has shown what a progressive mayor can do in the way for a central highway. We believe men feel that in the project for a central highway you have by far the most important development in years. We sincerely hope you will get behind this with your characteristic energy and enthusiasm, and we shall do everything we can to aid you in making the city plan a reality.

May we count on your support?

It was said at the mayor's office yesterday that a bill will probably be drafted by the city, carrying out the recommendations of the city planning board and the retail trade board of the chamber of commerce, and presented to the Legislature. The attitude of the mayor will then be expressed at a public hearing.

JURY AWARDS \$28,000 FOR BRIGHTON LANDS

An award of \$28,304.80 was made to Morris Cohen and Irving M. Flashman of Boston against the city of Boston by a jury in Judge Donahue's session of superior court yesterday.

The award was for the taking of land at 248 Chestnut Hill avenue, Brighton, by the city for a school. Cohen and Flashman asked for \$36,000. Ginsburg and Goodman, Inc., intervened as holders of a mortgage on the property of \$47,900, of which \$35,000 is due.

SEES POLITICS IN JOBLESS RELIEF

Curley Says Councilmen
Capitalize It and In-
crease Aid Bill

ASKS PRIVATE GIFTS, HITHERTO REFUSED

Mayor Curley yesterday charged unnamed city councilmen with political capitalization of the unemployment situation with resultant necessity of providing \$1,000,000 with which to meet the substantially increased demands on the public welfare department for the remainder of the year.

He made his first answer to the criticism of the manner in which the overseers of the public welfare have handled the situation which has confronted the department throughout the year in a statement in which he announced abandonment of his policy to refuse offers of financial aid from private sources.

The mayor accepted the offer of the Huyler Company and D. A. Schulte, Inc., to contribute to an unemployment fund 5 per cent. of the receipts of their Boston stores, Nov. 20, to which Mr. Schulte will add a similar amount. He invited other concerns to do likewise.

Such contributions will be utilized by order of the mayor for providing immediate relief to emergency cases presented to the public welfare department.

In his statement, the mayor said:

The generous tender by the Huyler Company and D. A. Schulte, Inc., of donating 5 per cent. of the proceeds of their business, Thursday, Nov. 20, together with an additional 5 per cent. to be contributed by the president of each company to the relief of unemployment, has been accepted by me and I have requested that it be forwarded to the treasurer of the public welfare department.

It is a source of great regret that I find it necessary to depart from the policy in operation at the present time, namely, of refusing all donations and notifying the donors to forward such contributions as they might see fit to make to the various charitable organizations in Boston.

The political capitalization of the unemployment situation by publicity seekers in the city council and elsewhere has resulted in increasing the demands on the public welfare department to the extent that it will probably be necessary

to expend nearly \$1,000,000 for the remaining two months of the fiscal year.

It is my purpose that no needy individual or family shall be deprived of the aid necessary for sustenance and provided the business houses of Boston would reinstate some of the employees whom they have suspended, even though it were necessary to institute a stagger system, or provided every property owner would at once institute the repairs and improvements that might be necessary within the next two years, certain relief would result.

In the mean time, regardless of what any individual may do, the duty of the municipality is clear, namely, to provide for the need and this I propose shall be done. It is possible to do it in an equitable manner provided more business houses throughout the city adopt the policy recently inaugurated by the First National Stores, the Sears-Roebuck Company, the United Cigar Stores Company and now by the Schulte Company and the Huyler Company, namely, forward a percentage of their receipts at once to the public welfare department of the city of Boston.

ADVERTISER 11/16/30 RETAILERS BACK CENTRAL ARTERY

Conrad Tells Mayor Trade
Board Urges Speedy Construction to Aid Jobless

Sidney S. Conrad, president of the Retail Trade Board of the Boston Chamber of Commerce, yesterday notified Mayor Curley that his organization had indorsed the plan for immediate construction of the proposed central artery through the city as a means of relieving unemployment.

"The construction of the central artery at this time would bring employment to large numbers and would give the city the relief from congested street traffic it has sought for many years," Conrad said in his communication to the mayor.

Plans for the central artery were announced recently by the Boston planning board, but it was thought then that no definite action would be taken this year.

ADVERTISER 11/16/30 MAYOR SEEKS CONTRIBUTIONS TO HELP POOR

Public Welfare Will Have to
Spend \$1,000,000 Ere
Year Ends, He Finds

Because of the continued acute unemployment situation, Boston's Public Welfare Department will have to spend \$1,000,000 for emergency relief in November and December, Mayor James M. Curley announced yesterday.

The mayor said he was now forced to accept from various business concerns donations which he had previously suggested be sent to private charities. Needy persons applying for assistance will be given the money received.

Schulte stores and the Huyler company will donate 5 per cent of the proceeds of their stores next Thursday. In addition, presidents of each concern will donate an additional 5 per cent.

OTHER STORES JOIN.

Sears-Roebuck, the First National stores and United Cigar Stores have also joined the movement. Commenting on the situation, Mayor Curley said:

"It is a source of great regret to me that I find it necessary to depart from the policy in operation to the present time, namely, of refusing all donations and notifying the donors to forward such contributions they might see fit to make to the various charitable organizations in Boston.

"The political capitalization of the unemployment situation by publicity seekers in the City Council and elsewhere has resulted in increasing the demands on the public welfare department to the extent that it will probably be necessary to expend nearly a million dollars for the remaining two months of the fiscal year.

NEEDY MUST BE AIDED."

"It is my purpose that no needy individual or family shall be deprived of the aid necessary for sustenance, and provided that business houses of Boston would reinstate some of the employees whom they have suspended, even though it were necessary to institute a 'stagger' system, or provided that every property owner would at once institute the repairs and improvements that might be necessary within the next two years, certain relief would result.

"In the meantime, regardless of what any individual may do, the duty of the municipality is clear, namely, to provide for the needy, and this I propose shall be done."

TRAVELER 11/17/30

HUB SANATORIUM COMPLAINT IGNORED

Mayor Not to Probe Charge
Food Is Not Palatable

There will be no investigation, so far as Mayor Curley is concerned, of the charge embodied in an anonymous letter, purporting to represent the complaints of patients at the Boston Sanatorium, that the food served at the tuberculosis institution is not palatable and below the standard which it is intended to maintain.

After a long conference today with Chairman Joseph P. Manning of the City Hospital trustees and Dr. John E. O'Brien, director of the sanatorium, the mayor told them that if they wished to issue a statement their decision would be agreeable to him, but that he did not propose to pay any attention to anonymous complaints.

The mayor vigorously denied that "skimmed milk" is used or served at the sanatorium. He claimed to perceive in the complaint the handiwork of a political opponent.

GLOBE 11/17/30

DENY SANATORIUM GAVE SKIMMED MILK

Officials Amazed, Mayor
Told at Conference

Mayor Curley indicated this afternoon that there would not be any probe, at least at the present time, into the anonymous complaints of dissatisfaction with food and treatment at the sanatorium division of the Boston City Hospital, at Mattapan.

Mayor Curley said that this forenoon he was in conference with Joseph P. Manning, chairman of the City Hospital trustees, and Dr. John F. O'Brien, assistant superintendent of the hospital, in charge of the sanatorium division.

Both Chairman Manning and Dr. O'Brien said they were amazed by the anonymous charges relative to the conduct of the sanatorium.

The trio talked over the entire situation, according to Mayor Curley, and the Mayor said that the complaint that skimmed milk was given the patients was denied. Mayor Curley said that the patients at the hospital were in need of the best quality of milk and heavy cream, and from what he could learn they were receiving it.

The Mayor added that good, rich milk was one of the features of the sanatorium.

TRANSCRIPT 11/17/30

Curley Leaves for West Indies Trip

Mayor Curley, accompanied by his daughter Mary, left Boston this afternoon for New York where they will board the Curnarder Franconia at noon tomorrow for a trip to the West Indies. The trip includes stops at Bermuda, Nassau, Havana and Port Antonio, Jamaica, and will take twelve days. Disappointed because of circumstances which prevented his contemplated European trip, the mayor suddenly decided on the shorter cruise, hoping that he will receive the necessary rest and get rid of his bronchial cold.

Lowell Refuses Game for Charity

Mayor Curley's suggestion of a post-season football game between Harvard and Boston College in the interest of the unemployment emergency, has been refused by President Lowell of Harvard. The municipal committee, comprising William G. O'Hare, penal institutions commissioner, and John J. Shields, called upon President Lowell and discussed the situation at length, the president feeling that as the Harvard team will break training on Nov. 22, the players should settle down to the routine of college work.

TRAVELER 11/17/30

100 TEAMSTERS GET CITY JOBS

Veterans Given Employment
for Six Months

One hundred teamster laborers were given temporary employment for six months by Mayor Curley today. They are all veterans certified by the civil service commission. They will be assigned to the sanitary and street cleaning divisions of the public works department.

Then the mayor returned to the city council without his approval the order asking him to place 1000 men at work cleaning the streets and alleyways. He set forth that Public Works Commissioner Rourke believes that the departmental forces, reinforced by the 100 men given work today, are sufficient to do all necessary work.

The mayor expressed regret that he could not comply with the order, but pleaded necessity of wisely conserving public funds as one of the fundamental duties of the mayor.

GLOBE 11/18/30

DORCHESTER ACTS TO AID JOBLESS

"White Collar" Class Hit
the Hardest

Civic, industrial and bank leaders met at the Dorchester Board of Trade rooms, Robinson Building, Fields Corner, last night, and formulated plans to assist the unemployment situation. William T. Doyle, general manager of the Steurtevant Mill at Harrison sq. presided at the meeting, which was attended by many of Dorchester's business men, among them Patrick J. Connelly, president of the Dorchester Board of Trade; Capt. M. J. Norton, president of Uphams Corner Improvement Association; Francis Russell, president of the Meeting House Hill Improvement Association, and John J. Clark, representing the Codman-sq. Improvement Association.

The result of a survey of Dorchester's industries by means of a questionnaire, recently sent out by the Board of Trade, showed conditions 15 percent below normal in Dorchester. The seriousness of the situation was particularly pointed out by the fact that the so-called "white collar" class is hit the hardest. Extensive plans are being made to provide for this class as well as the laboring classes, according to developments at the meeting at which the situation was thoroughly discussed.

The "fix-your-property" program, inaugurated by the Dorchester Real Estate Exchange, was enthusiastically indorsed by the meeting. This program, if properly adopted and circularized throughout Boston and the State, would create considerable interest in trade and industry, Mr Connelly explained.

Authentic reports indicate that \$250,000 has been expended on repair work since the institution of this plan, it was stated. A committee was appointed, comprising the presidents of the Board of Trade and Improvement Associations and these resolutions adopted:

"That the committee wait on the Mayor and request the opening of an employment bureau in the Municipal Building, at Columbia road and Bird st. for all Dorchester.

"That the Mayor be requested to secure the services of the city printing office toward circularizing and conveying this "fix-your-property" campaign to all property owners in Boston.

"That all organizations and churches be urged to convey a message to its members regarding the location of this employment agency, providing the Mayor allows same.

"That all banks be requested to send out to all subscribers the "fix-up-your-property" circular and to advise mortgagees to repair and paint property at once."

The banks in Dorchester are cooperating with other agencies in relieving the unemployment situation, it was pointed out, and the Dorchester Board of Trade has planned to follow up the situation daily.

TRANSCRIPT 11/17/30

GLOBE 11/17/30

Curley Rebukes Council, Names 100 Laborers

**Mayor Deemed It Unwise to
Create Jobs for 1000 Men
as Body Requested**

Another of the City Council's unemployment orders was turned down by Mayor Curley today. The council had requested that one thousand men be put to work for sixty days in order that the Public Works Department might clean the streets and alleyways before heavy snowfall, but the mayor declared that the appointment of one hundred temporary laborers for a period of six months as had been requested by Commissioner Joseph A. Rourke, must suffice.

"Within the limitations imposed by law on the expenditures of the city and by the civil service rules on the employment of labor, every effort has been and is being made to employ as many men as possible on temporary work," the mayor told the council today.

"I am informed by the public works commissioner that some time before the passage of the order, a requisition was made for temporary laborers and that the present force, with the addition of these temporary men, will be sufficient to do all that is practicable on the kind of work described in the order.

"It has been my purpose from the beginning of the year to refrain from devoting time or thought to the creation of single jobs for any individual, realizing that the seriousness of the situation made necessary the application of study to the development of such programs as would permit of the employment of large groups.

"It is my purpose that this policy be adhered to, since the promotion of the welfare of any single individual, or small group of individuals, would in no wise relieve a situation in which such large numbers are involved as in the present.

"It would be most pleasing to me to comply with the wishes of the council in the appointment of one thousand men, as outlined in the order, but my primary concern is the expenditure of public funds wisely so that sufficient may be available later to provide for the necessities of the needy and unfortunate who are entitled to precedence over all others."

New Clothes for Long Island Males

No more drab prison colors in the clothing of Long Island patients, if Commissioner Maguire has his way. He has succeeded in convincing Mayor Curley that the male inmates of this institution would be happier if they could have more color in their attire, and the mayor has approved a contract with the Leopold Morse Company for the purchase of two hundred suits and one hundred pairs of trousers. Clothing has been furnished by the State Prison, but through the courtesy of Dr. Stearns, commissioner of correction, a release was granted the city of the purchase.

BRIGHT CLOTHING FOR LONG ISLAND PATIENTS

**Some of the 200 Suits and 100 Pairs of Trousers
Called For in Contract Will Be Checkered**

Mayor Curley today approved a contract with Leopold Morse Company for the purchase of 200 suits and 100 pairs of trousers for the Institution Department.

These clothes have been furnished in the past by the State Prison, but through the courtesy of the Commissioner of Correction, Dr. Stearns, a release was granted the city for this purchase because of the business depression and also because of the fact that Commissioner Maguire is anxious to get away from the drab prison colors supplied in the past.

A conference was held by H. D. Ross, general manager of the Leopold Morse Company, Commissioner Maguire and Supt of Supplies Philip A. Chapman, and the garments supplied will be out of the Morse stock, at a big concession in price, in order to keep the Morse factories busy.

Institution Commissioner James E. Maguire, when asked today about the contract, said he was tired of having his patients at Long Island look like inmates of Deer Island, and he wanted to brighten up the corner by buying them some bright clothes. The new suits will be blues and grays, and many of them will be checkered.

Commissioner Maguire said that with the new suits the patients will be so well dressed that perhaps it would be necessary to give the employees at the island hospital badges.

He said that the women and children patients at the hospital are well dressed and he felt that the men should have new clothes to brighten them up and make them more cheerful. Any way it would break the monotony of hospital life down the island through the long, dreary Winter. Commissioner Maguire felt.

NO HARVARD-B. C. FOOTBALL CLASH

**Mayor's Plan to Aid Job-
less Falls Through**

Mayor Curley's committee of two, John J. Shields of the City Employment Bureau and Penal Commissioner William G. O'Hare, have been unable to arrange the football game between Harvard and Boston College that Mayor Curley had in mind to raise funds with which to cope with the unemployment situation.

Mayor Curley said today that he received a report of Commissioner O'Hare to the effect that they conferred with Pres Lowell of Harvard, who, after listening to the proposal, said he could see no way clear to do anything along the suggested lines.

Pres Lowell pointed out that the players would break training on Nov 22, and after that he felt that they should settle down to the routine of college work.

MAYOR CURLEY GOING ON CRUISE

**Will Be Gone for About 12
Days to the Indies**

Mayor Curley is going to take a brief respite from his Mayoral duties. This noon he told the reporters at the hall that he was leaving this afternoon for New York, on the first lap of a 10 or 12 days' trip to Cuba and the West Indies.

The Mayor, accompanied by his daughter, Miss Mary Curley, will sail from New York on the Franconia tomorrow. The liner will stop at Bermuda, Havana, Cuba, Kingston, Jamaica and Cuba.

The Mayor will probably play golf at Bermuda and spend a brief time at Nassau.

100 TEAMSTERS PUT TO WORK BY CITY

**Assigned to Public Works
Division at \$5 a Day**

One hundred teamster-laborers were ordered put to work today by Mayor Curley. They will be assigned to the sanitary and street cleaning divisions of the Public Works Department, at \$5 a day, and it is expected that they will be kept busy for six months.

HERALD

11/18/30

CURLEY TO SAIL FOR CUBA TODAY

Mayor Curley and his daughter, Miss Mary Curley, will sail from New York today for Cuba. The sea trip on the Franconia will cover 12 days and the

mayor expects to be back at his desk in City Hall in two weeks.

Plans for the trip were made suddenly and were hastened by the desire of the mayor to get rid of a stubborn cold with which he has been afflicted for a fortnight and which has not responded to treatment as rapidly as he has desired.

In announcing his departure yesterday, the mayor facetiously confided to newspaper men that his real object was to obtain first hand information about the political trouble which has been in progress in Cuba.

During the mayor's absence, President William G. Lynch of the city council will attend to all necessary executive business.

INSISTS MAYOR IS VACILLATING

Councilman Dowd Declares
But 550 Men of 7300
Promised Have Work

RESUBMITS ORDERS CURLEY REJECTED

Councilman John F. Dowd of Roxbury declared yesterday at the city council meeting that of the 7300 men whom the mayor had promised to employ on specific municipal projects, this year, only 550 have actually obtained work.

Dowd listed these as the projects:

The East Boston shore boulevard, which was dropped; the East Boston tunnel, the \$5,000,000 street construction program; the Governor square subway extension; the \$2,800,000 schoolhouse building program, on which work will not be started before next June; the Beacon street extension of the Boylston street subway, and the golf course in West Roxbury.

Dowd answered the mayor's statement of Saturday that councilmen have become publicity seekers and have capitalized the unemployment situation with the assertion that no order which any councilman has introduced has been of anything except a constructive character.

Dowd argued that the mayor has disapproved every constructive suggestion of the council, that he has been following a vacillating policy, reflected by his veto last Monday of a council order for the creating of an unemployment fund by private contributions, and his espousal Saturday of the idea which he had rejected.

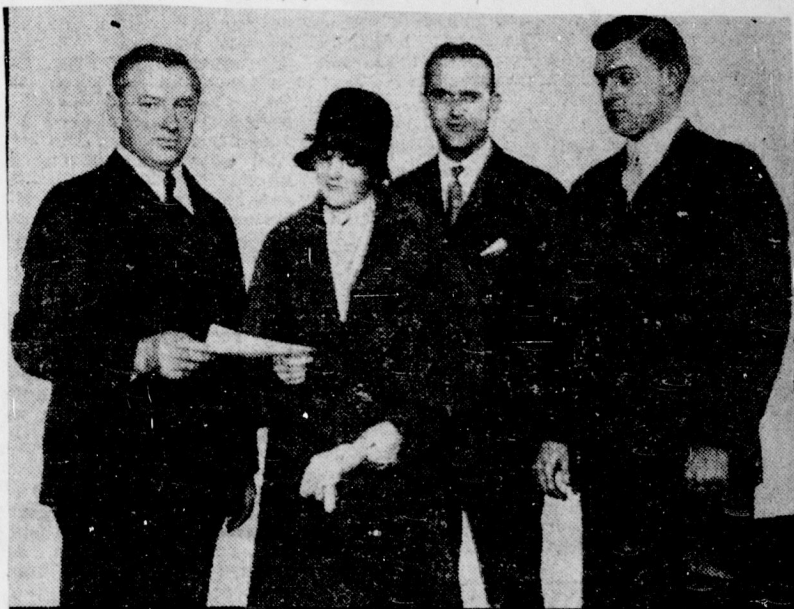
Dowd reintroduced several orders, which the mayor had refused to approve.

They were a request for the organization by the mayor of an unemployment committee of bankers, business men and labor leaders; an order for the inclusion in the 1931 budget of an appropriation of \$1,000,000 for the relief of unemployment; an order to spend money now given in aid by the public welfare department for municipal projects, thereby obtaining some return from the labor of men, who are now among the 1500 beneficiaries of municipal assistance.

His final order called upon the mayor to explain in detail to the city council the \$30,000,000 program which the mayor has declared will be in operation before the council acts upon the 1931 budget.

RECORD

11/18/30



Charity Check! The check for \$1942, representing the net proceeds from the tercentenary ball, held at Boston Garden last month, as it was presented to Mayor Curley yesterday by Miss Louise Fessenden, Russell Codman, Jr., and Gordon Abbott, Jr., of the ball committee. The money will all go to charity.

(Daily Record Photo)

TRAVELER

11/18/30

Bon Voyage

MAYOR CURLEY sails from New York today with his daughter, Miss Mary, on a southern cruise.

Many of us feel that we work very hard but there are few who work harder than does the chief magistrate of the city of Boston. His is no eight-hour day. His is not the sort of work than can be shaken off at a given hour. The mayoralty is mentally and physically a terrific strain on an earnest holder of the office.

Mayor Curley, fatigued by the labors of a particularly busy year, acquired a cold which persists, unresponsive to treatment. A rest is imperatively needed. May he and Miss Curley have a completely enjoyable trip and may both return in the best of health.

DR. LYONS URGES MORE TEACHERS

Asks 154 Be Added in
Elementary Schools to
Cut Class Quotas

SAYS ACTION WOULD NOT AFFECT BUDGET

An order presented by Dr. Joseph V. Lyons to cut down the quota of pupils in elementary classrooms to 35 pupils per room, and an unemployment measure that would give 154 teachers immediate work, was taken under advisement by the school committee at a meeting last night.

The committee also took under advisement two petitions, one to build an addition to the Seaver school and another for an addition to the Francis Parkman school, Forest Hills. Two delegations numbering 50 persons wrangled over the petitions for some time before the committee adjourned after one of the longest public meetings on record.

In presenting his unemployment order, Dr. Lyons pointed out that the teaching load is greatest in the elementary schools, where the children need more individual care and attention. He said that there are more than 40 pupils in an elementary classroom, and only 32 in the high school classes.

He said he realized that money would be needed, but felt that taxpayers would be willing to give their children more attention educationally, and give many teachers employment, even if it was necessary to raise more money.

Answering questions of the committee, Alexander M. Sullivan, business manager, said that 154 more teachers could be added to the rolls without exceeding 1930 budget requirements, in addition to the 65 appointed last night. He stated, however, that in 1931 it would be necessary to ask the Legislature for more money to continue the teachers on the rolls.

TO GATHER DATA

Chairman Joseph V. Hurley declared that all the members sympathized with the spirit of Dr. Lyons's order, but felt that it would be wise to gather more data before proceeding to pass such an order. He suggested that the boards of superintendents, which have gathered much material on this subject, be asked to present a report on the matter for the guidance of the committee. At the request of Dr. Lyons, it was agreed that, if necessary, a special meeting would be held next week to receive the report in view of the urgency of the matter.

The attempt of Chairman Hurley to adjourn the meeting temporarily so that the committee, which had been in executive and public session for several hours, might dine, nearly disrupted the meeting when members of the delegations objected because they had waited so long.

Mrs. Elizabeth W. Pigeon presented a petition from the Francis Parkman Parents Association, signed by 526 parents, asserting that an addition should

be erected to the Parkman school so that 50 to 80 children who now attend the Seaver school in that district should not have to pass the Parkman school on their way to the Seaver.

In a series of questions joined in by school committee members, Sept. Jeremiah E. Burke and the proponents, it was brought out that the committee had voted \$125,000 for additions to the Parkman district and that this money had been allocated to the Seaver school in the Parkman district, and that the parent association wanted all or part of the Seaver school appropriation for an addition to the Parkman school.

CHANGE CALLED "OUTRAGE"

At this point John F. Cullen, architect for the Seaver school addition, presented a counter petition. He emphasized that the Seaver school was ready for construction, and would help in relieving unemployment if started at once. He admitted under questioning by City Councilman Peter Murray that an eight-room addition, which he estimated to cost \$50,000, had been changed by school authorities to a nine-room addition to cost \$125,000. This Councilman Murray termed an "outrage" and heseverly criticized the school authorities for such action.

Chairman Hurley shifted the responsibility for such a decision to Supt. Burke and Louis K. Rourke, superintendent of school construction, by stressing that under the law Supt. Burke, through his power of veto, on such matters, that Supt. Rourke does the building, and that the school committee confines itself to appropriating the money.

The issue hinged on whether the money should be spent on the Seaver or the Parkman, all admitting that the district for school purposes was overcrowded. By building, portables would be eliminated. It was brought out that children have to walk long distances to school and parents objected strenuously to this.

With Francis C. Gray dissenting, it was voted, four to one, to spend \$381,880 on an intermediate school in Charlestown, after the school building department had asked for the money. Mr. Gray said he has consistently opposed the project, which drew the fire of the finance commission at one time, but was overridden.

REJECT SHOE MEASURE

As the result of an adverse opinion from Corporation Counsel Samuel Flannery, the committee was forced to reject the plea of Mayor Curley that \$50,000 be spent by his departments for shoes for needy elementary school children.

William Arthur Reilly asked that the matter of rating teachers now in vogue be reconsidered and a plan of selections alternately from current and examined teachers' lists be made. This will be considered next week.

Among those who were pensioned last night was Miss Jennie R. Dix, school nurse who served as a nurse in the Spanish-American war. She is now unable to work and will receive \$960 annually.

Teachers appointed were:

Katherine G. Cashman, J. Dorothy Troy, Joseph F. Gildea, Mildred L. Houlihan, Kathleen R. O'Brien, Elizabeth K. Sullivan, Doris M. Walsh, Kathleen M. Brooks, Carmen M. Cerutto, Helen F. Twiss, Mary C. Donahue, Lillian I. McCarthy, Eleanor D. Duggan, Barbara M. Mulcahy, May E. Armstrong, Alice R. Donahue, Helen M. McGinley

M. Frances Rattigan, Gladys Chapman, Margaret M. Dempsey, Mary B. Hart, Margaret M. Dacey.

Alice T. Sweet, Ann I. Flynn, Mary E. Grant, Anna V. Cremins, Hazel I. Hyde, Mary E. Creagh, Ruth C. Adams, Mary W. Hastry, Florence Barrish, Dorothy M. DeCourcy, Mary C. Norton, M. Helen Barry, Louise C. Galvin, Marior Hardy, Anna J. Gibbons, Mary J. Clancy, Rae Pimentel, Dorothy Hainan, Eleanor F. O'Brien, Beatrice Barish, Anna M. Callahan, Virginia M. Dente, Catherine J. Mangan, Mary Watson, Genevieve M. Cannata, Mary M. Herlihy, Anna Mansfield, Isabelle M. Harvey, Mary F. Monahan, Helena R. Sugrue, Rose E. Gaffney, Mary L. Lucey, Dorothy M. Tuohy, Margaret C. Kelliher, Rosemary J. Stack, Francis T. Power.

John T. Benson, George C. Todd, Frank C. Bernard, Paul B. Crudden, Merton W. Hewitt, John F. O'Brien, Leo C. Renaud, Charles F. Rosen, Walter J. Bonetzky, Victory J. Campbell, Charles A. Edlund, William L. Hartnett, Thomas E. Houston, William T. Murray, Edwin M. Luippold, William R. Dougherty, Marion I. Sherman, Annie V. Devine, Hyacinth A. Kenneally, Mary J. Brown, Helen S. Eaton, Anna J. Curley, Gertrude Godkin, Theresa Becker, Bernecia Avery, Frances Burnham and Rema Henderson.

GLOBE 11/18/30

MAYOR VETOES PROPOSAL TO PUT 1000 AT WORK

Mayor Curley yesterday afternoon returned to the City Council without his approval the order of Councilor John F. Dowd, which asked that 1000 men be put to work for 60 days cleaning streets and alleys.

Mayor Curley said he was using all the temporary labor he could.

"It would be most pleasing to me to comply with the wishes of the Council in the appointment of 1000 men," he said, "but my primary concern is the expenditure of public funds wisely so that sufficient may be available later to provide for the necessities of the needy and unfortunate who are entitled to precedence over all others."

RECORD 11/18/30

Mayor Finds Jobs for 100 War Vets

Mayor Curley yesterday appointed from the civil service list 100 married war veterans, with families, as teamsters and laborers in the sanitary and street cleaning departments.

The jobs will pay \$5 a day and will last six months. Mayor Curley said the appointments would relieve their families of distress during the winter months.

RECORD 11/18/30

The Curley Fund



Intimate and interesting study of Mayor James M. Curley is furnished by this picture, showing him perusing some papers in the library of his Jamaicaaway residence.

In the midst of his official efforts to expedite poor relief and to provide employment for persons out of work, the mayor of Boston pauses to look far ahead and to apply some practical remedy against recurrence of present conditions in Boston's distant future.

Mayor Curley has taken out a special \$100,000 life insurance policy. At his death the money becomes a trust fund, whose income is to be paid to the mayor's children as long as they live. At the end of the children's lives the trust fund is to accumulate for 50 years. Then the entire fund and accumulated interest, estimated to amount by that time to more than \$3,000,000, is to become a permanent trust fund. The income is to be used for poor relief.

The Benjamin Franklin Fund, the Parkman Fund and other trusts established years ago are practical illustrations now of the benefits of philanthropy which looks ahead and plans for the future.

Dowd Now Strong Critic of Mayor

Times quickly change in politics. Time was when John F. Dowd of Roxbury was one of Mayor Curley's strongest friends. In fact, he once served as assistant secretary in the mayor's office. Now, as member of the City Council, Dowd is strongly anti-Curley, and is the leader of the anti-Curley forces in that body.

Yesterday, Dowd was in a most severely cantankerous mood because of the mayor's rejection of all unemployment orders unanimously passed by the Council in the last few weeks, most of which had been presented by him. He charged that of the 7300 men whom the mayor had promised would be employed on municipal projects this year, only 550 have actually been put to work. He listed the East Boston boulevard; the East Boston tunnel; the \$5,000,000 street construction program; the Governor square subway extension; the \$2,800,000 schoolhouse building program; the Beacon-street extension of the Boylston-street tunnel and the golf course at West Roxbury as examples of the mayor's promises.

Dowd answered the mayor's statement of Saturday that councilors have become publicity seekers and have capitalized the unemployment situation with the assertion that no order which any councilor has introduced has been of anything except a constructive character.

Moreover, the mayor has disapproved every constructive suggestion of the council, that he has been following a vacillating policy, reflected by his veto last Monday of a council order for the creating of an unemployment fund by private contributions, and his espousal Saturday of the idea which he had rejected.

Dowd reintroduced several orders, which the mayor had refused to approve.

They were a request for the organization by the mayor of an unemployment committee of bankers, business men and labor leaders; an order for the inclusion in the 1931 budget of an appropriation of \$1,000,000 for the relief of unemployment; an order to spend money now given in aid by the public welfare department for municipal projects, thereby obtaining some return from the labor of men, who are now among the 1500 beneficiaries of municipal assistance.

His final order called upon the mayor to explain in detail to the city council the \$30,000,000 program which the mayor has declared will be in operation before the council acts upon the 1931 budget.

TRANSCRIPT 11/18/30

THE APPLE "RACKET"

To the Editor of the Transcript:

May I take this means of congratulating Mayor Curley for refusing to sanction the "apple sale" in Boston as a means of unemployment relief?

The plan, theoretically, is a good one—but, from what I've seen, in New York city, I'm convinced that it is being worked there as a "racket," and someone is making big money out of the misery of the poor. I came back from New York the early part of the week firmly convinced that it is a "racket," and, since, I've read in the Transcript figures on the sale which work out absolutely confirming this suspicion.

I was in New York Sunday the ninth, and there were apple sellers on every corner—I refer to the Broadway theatrical section. I watched one fellow, and noticed that he was persistent—persistent like those "bead salesmen" who infest the city. Most of the apple men were of this type—energetic hustlers. There was something of the trained salesman in their work—not the meek and reserved offering of what one might expect from a workman, or a person unacquainted with peddling.

As I watched one of the apple men a fellow walked up to him and said, in an authoritative voice: "How much did you take in?" The young apple man pulled out his nickels, reported forty-five cents, and the inquirer said "do better," and walked on. As I had nothing to do, I followed him, and he did exactly the same to four apple men—by that time I felt it wise not to follow to hear, but merely to see, and I saw this fellow talk with six more apple men.

Everyone I talked with in New York, on Broadway, had the same reply—"it's a racket."

Now let's analyze the figures published in the Transcript, as an Associated Press dispatch. They say five thousand men sold three million apples in three weeks, and the apple men are earning from \$3 to \$6 a day, each; and apples cost from \$1.75 to \$2.50 per box.

At \$2 a hundred—which is the price they pay—three million apples cost \$60,000—or two cents each. At five cents three million apples sold for \$150,000. This is a profit of three cents per apple, or \$90,000.

The Associated Press dispatch says the apple men make from \$3 to \$6 a day. Now watch—if the "racketeer" pays the apple men 25 per cent commission, 25 per cent of \$150,000 is \$37,500. Deduct this from the \$90,000 "profit," and there is \$52,500 "left" for the racketeer—in three weeks—\$14,165 a week.

At 25 per cent commission to apple man of \$37,500, for twenty-one days (three weeks) this is \$1785 a day, divided among five thousand, or \$3.57 a day, each.

It works out exactly.

If this is a racket, it is contemptible, and Boston should have none of it. We'll let New York live up to its reputation. And, remember, these sales are approved by the city authorities—so somebody is either being "gypped" in official life, or someone has got "something sweet."

If this apple sale could be managed honestly, say by a committee, with power to issue license, and this committee thoroughly investigated each applicant, rejecting huns, professionals and racketeers, it would be an ideal unemployment relief. Applicants would fill out a questionnaire, and the police could check this, if necessary.

With such a plan one would be delighted to pay ten cents for an apple—but that New York racket, never. I

wouldn't buy an apple in New York under any circumstances, as it looks at present, and there are thousands of New Yorkers who feel and act the same way about it. B. G.

Boston, Nov. 17.

Post 11/18/30

LOSE \$39,000 ON TRIBUNE City and State to Split on Materials' Sale

The Tribune, the open air playhouse where most of the Boston tercentenary events were staged on Boston Common, erected by the State at a cost of more than \$10,000, will be razed soon and it is expected that not more than \$1000 will be realized from the sale of the materials.

This was announced last night by Park Commissioner William P. Long, who said that the razing of the Tribune will be advertised in this week's City Record, the official city newspaper. He said that there has been a slight disagreement between the city and State officials over the disposition of the Tribune and the proceeds from its sale, but that an agreement has finally been reached and the city and State will split evenly the money realized from the sale.

No plans have been made for the removal of the Victory Arch from Dock square, Commissioner Long said, but it is hoped that the arch can be removed intact somewhere and kept, at least for a time. The city officials, he said, are seeking some appropriate place where the arch could be preserved for a time. He pointed out that the arch is only a wooden affair, stuccoed, and that its life would be comparatively short. But he said the officials wish to have it preserved as long as possible.

Post 11/19/30

MAYOR CURLEY SAILS FOR WEST INDIES

NEW YORK, Nov. 18—Mayor James M. Curley of Boston, and daughter, Miss Mary Curley, accompanied by Edmund L. Dolan, Boston city treasurer, sailed today for the West Indies, leaving in the S. S. Franconia. They will visit Bermuda and Nassau and will spend Thanksgiving in Havana.

Others making the cruise were John W. Haigis, treasurer and receiver-general of Massachusetts, accompanied by his son, John W. Haigis, Jr., Dr. Crawford K. Sweetley and Joseph Decker, also Mr. and Mrs. Howard Congdon, Mr. and Mrs. J. Alden Cheesebro, Mr. and Mrs. Charles D. Jencks, and Mr. and Mrs. Arthur J. Lewis.

AMERICAN 11/19/30

BOSTON HARBOR IMPROVEMENTS ASKED OF U. S.

Port Authority Representatives and Other City Leaders Urge Four Projects

Four major projects for improving Boston harbor were urged by the port authority on the government today at a hearing in the U. S. engineers' office, Chamber of Commerce building.

They are:

Dredging of a 40-foot channel from President Roads to the Navy Yard to permit free passage of the largest ships at low tide.

Removal of Bird Island flats, East Boston, to broaden the deep-water inner harbor.

Removal of Finn's Ledge or placing of a lighthouse on it as an aid to large vessels entering the outer harbor.

Improvement of Dorchester Bay.

Boston's port business has increased from 9,000,000 tons to 17,000,000 tons in the last ten years, Frank S. Davis, manager of the maritime bureau of the Chamber told Col. Cheney, who conducted the hearing. Davis conducted the case for the Boston interests.

"The United States Government in the last 11 years has spent \$24,000,000 on the port of Philadelphia, \$7,000,000 on Baltimore, \$5,000,000 on Norfolk and \$1,000,000 on Boston," he said.

"We are glad those other ports have received this aid, but we want the same generous treatment or the port of Boston."

FIFTY AT HEARING.

With regard to Dorchester Bay, it was stated that while Congress has voted \$160,000 for dredging there, certain "strings" are attached to the appropriation, which speakers at the hearing said should be removed.

About 50 attended the hearing, and the speakers included representatives of the Port Authority Board, the Maritime Association of the Chamber of Commerce and the Foreign Commerce Club.

The Foreign Commerce Club representatives included Leo J. Coughlin, George H. Wooley, Capt. M. C. Nickerson, George H. Voiter and Charles W. Boynton.

COUNCILOR DOWD ASSAILS MAYOR

Says City Has Put Only
550 Men at Work

Resubmits His Proposals to Relieve
Jobless Vetoed by Curley

Accompanied by a verbal attack on Mayor Curley for his alleged failure to get under way the projects for the relief of unemployment he has been preaching about since he went into office last January, Councilor John F. Dowd of Roxbury yesterday at the meeting of the City Council resubmitted in the form of orders his recommendation for dealing with unemployment made a few weeks ago and vetoed by the Mayor.

The orders call for the appointment by the Mayor of a committee of substantial citizens to consider the advisability of raising \$2,000,000 by popular subscription for the relief of the needy; adding \$1,000,000 to the amount to be appropriated for the welfare department and soldiers' relief; for details concerning the \$30,000,000 the Mayor stated would be available before the next budget, and ask that the Mayor instruct the corporation counsel to appear before the Public Utilities Board requesting a general decrease in the price of telephone service.

All the above orders were passed under suspension of the rules.

One Project Started

Councilor Dowd reviewed his orders to cope with unemployment and the various projects proposed by the Mayor, only one of which—the Governor sq subway extension—has been started, according to Councilor Dowd. The Roxbury Councilor said that according to statements given the press, the Mayor claims he has put 7300 men to work, but as a matter of fact only 550 men have been employed by the city. Dowd warned the Councilors that unless something is done to deal properly with unemployment there will be several new faces in the Council next year.

The Council passed an order of Councilor Robert Gardiner Wilson for alternating system of automobile parking on the main highways in the outlying districts such as Blue Hill av, Dorchester av and Seaver st. Councilor Wilson said it was next to impossible to drive intown in an automobile with the present system of parking on both sides of the main streets in the suburban sections, and such congestion could be remedied if the same parking regulations in force in the intown area was applied to certain streets outside the city proper.

Kelly Tells of Assault

Councilor Francis E. Kelly of Dorchester, in an order called on the State Civil Service Commissioner to furnish information relative to the application, record and certification of Martin J. McCarthy, who, according to the Councilor, was certified by Civil

Service and since last January has been in the employ of the city.

McCarthy, formerly a member of the Police Department, according to Councilor Kelly, made a brutal assault on him a few days ago, after he had criticized Mayor Curley in the City Council. Kelly declared that such attacks never would alter his determination to voice his opinion in the City Council.

An order commending the trustees of the City Hospital and the management of the Boston Sanatorium for the conduct of the latter institution at Mattapan, was submitted by Councilor Israel Ruby of Dorchester. Councilor Ruby said he had investigated anonymous complaints as to the food and treatment at the sanatorium and concluded there was no ground for the criticism heaped on that division of the City Hospital. He said he spent four hours at the sanatorium and everyone he talked with expressed satisfaction with the conditions under which they were living.

The Ruby order went to the Committee on Rules.

TERCENTENARY BALL NETS \$1940.42 FOR CHARITY

The proceeds of the Tercentenary ball held at the Boston Garden last month, amounting to \$1940.42, were turned over to Mayor Curley yesterday and will be used for charitable purposes. In the group presenting the check were Russell Codman Jr, Miss Louise Fessenden and Gordon Abbott Jr.

HERALD 11/18/30

CURLEY TO SAIL FOR CUBA TODAY

Mayor and Daughter to Be
Away Two Weeks on Cruise

Mayor Curley and his daughter, Miss Mary Curley, will sail from New York today for Cuba. The sea trip on the Franconia will cover 12 days and the mayor expects to be back at his desk in City Hall in two weeks.

Plans for the trip were made suddenly and were hastened by the desire of the mayor to get rid of a stubborn cold with which he has been afflicted for a fortnight and which has not responded to treatment as rapidly as he has desired.

In announcing his departure yesterday, the mayor facetiously confided to newspaper men that his real object was to obtain first hand information about the political trouble which has been in progress in Cuba.

During the mayor's absence, President William G. Lynch of the city council will attend to all necessary executive business.

Psychology Intended to Lift Spirits

The male inmates down at Long Island hospital are getting ready to strut their stuff, for the city is going to dress them in Beau Brummel fashion instead of the prison-made garments of yore.

Mayor Curley yesterday approved a contract with a Washington st. men's clothier for 200 latest style suits and 100 pairs of trousers for the institutions department.

In order to buy from a private concern, the mayor obtained a waiver from the State suspending the laws which require all such purchases to be made from State prison shops.

The buy was made at the instance of James E. Maguire, institutions head, under whom is the Long Island hospital. He said:

"These clothes are going to the boys at the hospital. I'm tired of having my guests look like inmates of Deer Island. I want to brighten the corner where they are."

The new suits will be of the latest fall fashions and hues. There'll be checkered patterns for the debonaire; powder blues and conservative blacks. "Take your pick, boys," will be the slogan.

The system of dressing inmates is a psychological act, intended to lift the drooping spirits of those under charity treatment by the city. Already the women and children there have been attired in well fitted garments and it has made them happier, Maguire declared.

Post 11/18/30

NO GREAT TAX RAISE IN BOSTON

Assessor Kelly Con- fident Valuations Will Hold Up

Commenting on State Tax Commissioner Henry F. Long's prediction of a 10 per cent increase in the tax rates of Bay State cities and towns next year, Boston's municipal tax experts, last night, voiced confidence that there would be no such boost in this city.

UNDER \$2 KELLY THINKS

Chairman Edward T. Kelly of the Boston Board of Assessors stated that there is no indication here that the city would be forced to jump the present \$30.80 rate to \$33.88. Instead of an increase of \$3.08, he estimated that the present administration at City Hall would be able to hold the jump down to less than \$2.

Even if Boston's share of the income tax receipts should drop \$2,000,000 and the city were forced to find another million dollars to provide unemployment and poor relief and to finance the natural growth of city services, he said, the increase in the tax rate would be still less than \$2.

Valuations Will Hold Up

Chairman Kelly saw no decrease in the assessed valuation of Boston property and was confident that the total valuations would hold up next year, though there would not be the usual increase of \$15,000,000 coming from new buildings and developments.

He pointed out that Commissioner Long was basing his judgment on estimates which cannot be ascertained for a long time yet, and he insisted that in this city the outlook is far more optimistic. Boston's tax rate for 1931 will not be determined until next August, after the appropriations necessary to carry on the municipal government have been made.

Banks Bulge With Money

Chairman Kelly contended that the people of property in this city have plenty of money, recalling that a few days ago one of Boston's oldest department stores did the largest day's business in its history.

Savings banks here are bulging with money, he said, which is ready for spending just as soon as the people overcome the fear of the future created by "calamity howlers."

Tax Commissioner Long yesterday explained in detail the work of the new Board of Tax Appeal. He mentioned that the aggrieved taxpayer can now go to this board and not to the county

commissioners or Superior Court. Appeal from a decision of this new board is made directly to the full bench of the Supreme Court.

Pay \$10 Fee

Long pointed out to the assessors that the new law provides that if there is an abatement request unacted upon before the board of assessors for four months it shall be deemed to be denied.

The commissioner further called attention to the fact that when a taxpayer makes an appeal to the new board the petitioner must clearly state what the appeal is on, naming the point of law as well as the fact in the case, and they must also dig down in their pockets for a \$10 appeal fee.

CURLEY FUND TO HELP POOR

Mayor James M. Curley has founded a fund which will be eventually used for the benefit of the poor of Boston in 50 years, similar to the act of Benjamin Franklin, it was learned yesterday.

The fund is based upon a \$100,000 life insurance policy. Upon his death this sum will become a trust fund, the income of which will be paid to his children as long as they live. When they die, under the provisions of the fund, the principal will be left to accumulate at interest for 50 years.

It is estimated by this time the fund will have reached into the millions. Then it will be invested and the income used for poor relief. The annual premium which Mayor Curley has to pay to maintain this policy is understood to be \$5300, and was written recently by the Metropolitan Life Insurance Company.

The Mayor refused to comment upon the fund at City Hall yesterday.

CITY HALL NOTES

High praise of the administration of the Boston Sanatorium at Mattapan was voiced yesterday by Mayor Curley and City Councillor Israel Ruby, following investigation of anonymous complaints of dissatisfaction with the food and treatment.

Mayor Curley yesterday declined to comment on the report that he had taken out a \$100,000 life insurance policy with the provision that the interest be paid to his children during their lives and then allowed to accumulate for 50 years, at which time it would be used as a trust fund for the poor of Boston.

Extension of the alternate parking rule to the traffic arteries in the residential districts of the city was urged yesterday by the City Council on the demand of Councillor Robert Gardiner Wilson, Jr., of Dorchester.

Councillor John F. Dowd of Roxbury yesterday secured passage of an order by the City Council requesting Mayor Curley to direct Corporation Counsel Samuel Silverman to lead the city's fight for decreased telephone service prices at hearings before the Public Utilities Commission at the State House.

COUNCILLOR RAPS CURLEY

Charged With Turning Down Moves for Jobless

Replying to Mayor Curley's accusation that Councillors, to obtain publicity, made political capital out of the unemployment situation, Councillor John F. Dowd of Roxbury, former mayoral secretary, charged that the Mayor promised work for 7300 men but provided jobs for only 500.

On the floor of the Assembly Chamber, Councillor Dowd charged that the Mayor has vetoed every recommendation of the Council for the relief of the unemployed. Though the Mayor returned the Council orders without his signature, Councillor Dowd had the recommendations sent back to the Mayor for further consideration yesterday.

Attacking the Mayor, Councillor Dowd contended that the Mayor promised to put 1500 men to work levelling Governor's Island as an addition to the airport, though he knew that the island could not be transferred from the War Department to the city without an act of Congress.

He charged that of the \$5,000,000 appropriated for the construction of streets, \$4,000,000 remained unexpended, and that though the Mayor promised immediate work for 1500 men on the \$16,000,000 East Boston traffic tunnel, they won't go to work until next May or June.

"Everything else, has faded," charged Dowd, "and if the plans are really under way, work for the jobless will not be provided until next summer. Yet the Mayor accuses the Council of turning the unemployment situation into political capital. How about himself?"

Once more he presented orders asking the Mayor to appoint a committee of business, industrial and labor leaders to raise a \$2,000,000 unemployment relief fund here, and to include another \$1,000,000 item in the city budget for unemployment relief in 1931.

The Mayor yesterday appointed 100 laborers to work through the next two or three months at \$5 a day, but he returned to the Council without his signature the order for the appointment of 1000 men to clean the streets and alleyways as a relief measure.

MAYOR AND DAUGHTER ON 10-DAY CRUISE

For a 10-day cruise of the West Indies, Mayor Curley with his daughter, Miss Mary Curley, will sail from New York today on the Cunard liner Franconia, stopping at Bermuda, Cuba and Jamaica. He had promised his daughter a European tour, but because of exigencies of the tercentenary and election year, the long trip had to be postponed until 1931.

GLOBE 11/19/30

MAYOR CURLEY, HIS DAUGHTER, AND TREAS DOLAN OFF FOR VACATION



Mayor Curley, accompanied by his daughter, Mary, and Edward Dolan, city treasurer, on the liner Franconia just before their departure for a vacation in the West Indies.

CURLEY AND DAUGHTER SAIL FOR WEST INDIES

[Special Dispatch to The Herald]

NEW YORK, Nov. 18—Mayor Curley of Boston and daughter, Miss Mary Curley, accompanied by Edmund L. Dolan, Boston city treasurer, sailed today for the West Indies, leaving in the S. S. Franconia. They will visit Bermuda and Nassau and will spend Thanksgiving in Havana.

Other Bostonians making the cruise were John W. Haigis, treasurer and receiver-general of Massachusetts, accompanied by his son, John W. Haigis, Jr. Dr. Crawford K. Sweetley and Joseph Decker. Also Mr. and Mrs. Howard Congdon, Mr. and Mrs. J. Alden Chesebro, Mr. and Mrs. Charles D. Jencks, and Mr. and Mrs. Arthur J. Lewis.

sary charges as water, sewerage and park systems brings the State's tax on Boston up to \$6,879,339.65.

Because, however, of the income that the State has acquired through income taxes and the regular taxes on banks and corporations, it develops that the State is in a position to turn back to the city of Boston this year a check for \$10,497,290.93, the difference between what the city paid to the State and what the State is able to return to the city being exactly \$3,617,951.28.

Big State Distribution

The net distribution to the various cities and towns of the Commonwealth this year in the matter of the annual settlements will reach \$25,810,473.89. This total amount is the largest in history. It exceeds by some \$6,000,000 the figure for last year.

Furthermore, every single city and town in the State this year will receive something, and, it is mentioned, this likewise is the first time in history that such a result has taken place. Invariably some city or town or some cities and towns are obliged to pay to the State a total amount of taxes for the various impositions placed on them which is in excess of the amount returned by the State when the annual settlement is made.

Besides Boston there are only two other cities in the Commonwealth which will receive back from the State an amount in excess of \$1,000,000. These two cities are Worcester and Springfield. The former city will get back \$1,662,545.05, and Springfield will receive a check for \$1,541,684.52.

\$29,000,000 Income Return

Officials in the treasurer's office stated that the sum of \$25,810,473.89, which is the net total returnable this year to the cities and towns in the Commonwealth, is arrived at by deducting a total of \$17,311,609.85 to be paid in by the cities and towns, from the grand total of \$43,122,083.74 received from all forms of taxation. The chief item in this grand total is an income tax return of approximately \$29,000,000.

In addition to the \$7,000,000 State tax, the major portion of the total of \$17,311,609.85, paid to the State by the cities and towns, comes from levies on the metropolitan district.

Post 11/19/30
**TO RETURN
\$3,617,951
TO BOSTON**

**State Will Give Back
Largest Tax Read-
justment Ever**

The State will turn over to the city of Boston tomorrow the largest annual settlement ever in history, in

connection with the regular yearly matter of the readjustment of taxes as imposed by the State on the various cities and towns, and that amount taken in by the State from levies placed on corporations, banks and amounts secured through the income tax.

CITY GETS \$3,617,951

According to officials in the office of the State Treasurer, the amount which the State will turn over to Boston is \$3,617,951.28. Never before in the history of the city or State has such a large annual settlement been made. The annual settlement last year on the part of the State to Boston approximated \$2,500,000, this year's return being about \$1,500,000 in excess of the 1929 figures.

The State's direct tax on Boston this year is announced as being \$1,816,200. Additional assessments by the State, however, for such customary and neces-

City Hails Noted Guests From Abroad



LORD MAYOR FRENCH

ACTING MAYOR LYNCH

MR. EGAN

GREETED AT LUNCHEON in Hotel Bradford, Irish leaders met 200 Bostonians today. They are here in the interests of an International Exhibition to be held at Cork in 1932.

In the picture are Lord Mayor Sean French of Cork, Barry M. Egan, prominent Irish leader, and Acting Mayor William A. Lynch. (Staff photo.)

LORD MAYOR OF CORK IS PRESENT

Acting Mayor Lynch Extends
Welcome for City; Boost
International Exhibition

Lord Mayor Sean French of Cork and Barry M. Egan, a prominent Irish leader, were paid honors by 200 today at a luncheon tendered them at Hotel Bradford by the city of Boston.

Their visit to Boston is in the interests of an international exhibition to be held at Cobh in 1932. Leaders of virtually all Irish organizations in this vicinity, with state and city officials, attended the luncheon, at which Acting Mayor William G. Lynch represented the city.

This evening the Knights of St. Finbar will entertain the visitors at the Bradford.

Acting Mayor Lynch, in his address of welcome at today's luncheon, reviewed the work of St. Finbar, the Patron Saint of Cobh, and the part the people of that city have played in the struggle for Irish freedom.

HERALD 11/20/30 CURLEY TO OBSERVE BIRTHDAY IN CUBA

Mayor to Be Tendered Dinner
In Havana in Honor of
56th Year

Mayor Curley is 56 years old today. In recognition of the event he will be tendered a dinner tonight at the Hotel Belmont Manor, Hamilton, Bermuda, where he is scheduled to disembark today with his daughter, Miss Mary Curley and City Treasurer Edmund L. Dolan.

Capt. Charles P. Pitt, representative of Raymond & Whitcomb Company has planned a series of receptions for Mayor Curley in the West Indies and at Havana. He is scheduled to play golf today at Belmont Manor and to call on Mayor Bluck of Hamilton.

GLOBE 11/20/30

AMERICAN 11/20/30

FUND OF \$1,500,000 SOUGHT FOR HARBOR

Davis Urges Dredging of Ship Channel Here

Points to Great Sums Government Has Spent at Other Ports

Expenditure of \$1,500,000 for the dredging of the main ship channel of Boston Harbor to a depth of 40 feet at mean low water was urged yesterday before a hearing conducted by S. A. Cheney, district engineer of the local War Department staff, held at the Chamber of Commerce.

Frank S. Davis, chairman of the Chamber's Maritime Bureau, contended that the improvement would be along the lines of President Hoover's plan to furnish work for the unemployed. He said that in the past 11 years the Government has spent \$1,030,760 on Boston Harbor, and on the Dorchester Bay and Fore and Back Rivers' improvements \$268,000 more.

Comparing these figures with the amounts spent on other Eastern ports, Chairman Davis said that \$24,479,577 had been spent at Philadelphia, \$7,772,000 at Baltimore and \$5,891,000 at Norfolk, all within the space of the past 11 years.

"We in Boston rejoice that they got improvements for their ports," Mr Davis said. "But the neglect of the port of Boston rankles with us and we wonder if those ports to the south of us have been built up at the expense of Boston."

Mr Davis showed that the commerce of the port of Boston has almost doubled since 1914.

Mr Davis declared improvements most needed are removal of Flinn's ledge; removal of the lower middle (shoal) ground; dredging inner harbor channel to uniform 40-foot depth; reconsideration of Dorchester Bay channel.

Others who spoke were Capt Joseph I. Kemp of the Bethlehem Shipbuilding Company; Capt Mortimer Nickerson, as did L. J. Coughlin of the Foreign Commerce Club; G. H. Voter, Charles W. Boynton, for the Boston & Maine Railroad, and George H. Woolley.

PORT HERE GETS LITTLE OF FUND OF \$20,000,000

Special Dispatch to the Globe

WASHINGTON, Nov 19—A relatively small part of the \$20,000,000, which Secretary of War Hurley has promised will be released at an early date for public improvements by the War Department on the recommendation of board of Army engineers, is allotted to New England. The appropriations authorized for that section of the country are for the most part to be expended for regular purposes of maintenance.

The largest item in the list is for the Providence River and Harbor, \$261,000. The Cape Cod Canal appropriation is \$175,000, for maintenance, dredging and revetment. The other New England items in the list follow:

Portland Harbor, \$9700; Boston Harbor, \$35,000, examinations, surveys and contingencies; Boston district, \$13,000; Pollock River, \$30,000; Connecticut River, below Hartford, \$20,000; Duck Island Harbor, Connecticut, \$75,000; Housatonic River, Connecticut, \$16,000; Providence, \$12,000.

CITY MAY YET HAVE GRANITE POSTOFFICE

Cut in Cost Cited in Plea to Treasury Department

Phelan's Committee Asked to Help, to Give 2000 Employment

The substitution of granite for Indiana limestone in the construction of the new Boston Federal Building became possible yesterday with the announcement of the plans of the Massachusetts Chamber of Commerce in a letter to Chairman James J. Phelan of the State Unemployment Committee, in which it was stated that the Treasury Department has allowed alternate building to see if granite costs would come within the appropriations.

Employment of about 2000 men for a period of six months in the quarrying of the granite for the local Federal Building and for other buildings to be constructed in the State by the Federal Government, would do much to relieve the unemployment situation in Massachusetts, the letter said.

The Massachusetts Chamber of Commerce bases its belief in the eventual use of granite on the fact that building costs have so declined since original appropriations were made that there will be enough money in the present appropriation to cover the cost of granite.

Among the other buildings under construction, or to be constructed in Massachusetts, two have already been changed from Indiana limestone to Massachusetts granite. Those two are in Lowell and Worcester.

The Worcester building was estimated to cost \$800,000 and that amount was appropriated. An estimate of a limestone building brought the cost of such construction to \$600,000, leaving 25 percent of the appropriation. Through the work of Congressman George R. Stobbs of that city, a granite bid was also put in and won the award of the Treasury Department. A granite building, costing \$670,000, is now being constructed.

In Lowell, a similar situation existed and the building has been changed from limestone to granite. The State Chamber of Commerce is working now to have the Springfield and Fall River buildings also constructed of granite.

In its letter to Chairman Phelan the Chamber asks the unemployment committee's support. The combined appropriations for this State in the Federal building program amount to \$11,000,000. Boston's new building will cost \$6,000,000.

BOSTON GAINS \$3,617,951

In the annual settlement of accounts between Boston and the State today, the city was the gainer by \$3,617,951.28.

Acting City Treasurer Horton G. Ide passed over to Deputy State Treasurer Karl H. Oliver the city's check for \$6,879,339.65, and Oliver in turn delivered the State's check for \$10,497,290.93 to City Collector William M. McMorro in the office of the State Treasurer.

It is the largest gain ever made by Boston in the yearly settlement. In 1929 Boston turned over \$7,249,020.21 and received \$9,736,115.

Most of the amount of the State check comes from income, bank, trust and corporation taxes. The city's check is made up largely of its share of the State tax and Metropolitan District assessments for parks, water and other services.

State Treasurer John W. Haigis and City Treasurer Edmund L. Dolan are fellow passengers with Mayor Curley and daughter, Mary, on the liner Franconia at Bermuda today.

TRAVELER 11/20/30 MAYOR CURLEY 56 YEARS OLD TODAY

Mayor Curley is celebrating his 56th birthday anniversary today in Hamilton, Bermuda. The mayor and his daughter, Miss Mary Curley, left Boston several days ago on a visit to the West Indies. They were to be greeted today by the acting Governor-general at Bermuda and Mayor Bluck of Hamilton, in honor of Mayor Curley's birthday. The reception called for a banquet at the Belmont Manor Hotel, following the mayor's arrival at noon.

GLOBE 11/20/30 BOSTON TO SAVE \$30,000 ON TRAFFIC-LIGHT BIDS

The opening of bids for the installation of a system of traffic signal lights on Massachusetts av, Back Bay, from Beacon st to Tremont st, indicated yesterday that the work will be done for considerably less than the \$125,000 appropriated for the purpose by the City Council, according to Traffic Commissioner Joseph A. Conry.

The contract with the Edison Electric Illuminating Company for power will amount to about \$60,000, the traffic head stated. The lowest bid submitted for the installation of the lights was \$30,154, tendered by the Crouse-Hinds Company, while the highest of the five bids was that of \$35,485, offered by the Eagle Signal Sales Corporation.

This means, the traffic head pointed out, that the entire project will be completed at less than \$95,000, which will mean that \$30,000 of the

20 Post 11/20/30

MAYOR CURLEY IS 56 TODAY

Birthday Celebration at Hamilton, Bermuda

Mayor Curley is 56 years old today and his birth anniversary will be marked with a reception at noon when he arrives at Hamilton, Bermuda, with his daughter, Miss Mary Curley, and City Treasurer Edmund L. Dolan at that point of their West Indian cruise on the Cunard liner Franconia.

The Boston mayoral party will be greeted at the pier by the acting Governor-General of Bermuda and Mayor Bluck of Hamilton, who have arranged a programme of entertainment including a birthday banquet for the Mayor at the Belmont Manor Hotel, which has been decorated especially for the occasion.

In the famous submarine glass boats the Mayor and his party will view the submarine formations and the flora of the Bermuda waters at a depth of 80 feet. He is also scheduled to make a trip over the golf course.

Following their visit to Bermuda the Mayor and his party will stop at Nassau and later for a few days at Havana, where he will meet President Gerardo Machado of Cuba at the imperial palace.

BILL TO LEASE ISLAND TO CITY

War Dept. Acts to Give Boston Governor's Island

WASHINGTON, Nov 19 (AP)—A draft bill to authorize the War Department to lease Governor's Island to the city of Boston has been prepared by the War Department for submission to Congress.

Secretary Hurley today sent Theodore C. Holcomb, manager of the aviation bureau of the Boston Chamber of Commerce, a telegram saying this step had been taken.

The bill, the Secretary said in the telegram, provides that grading and filling of the island and underwater lands may be permitted to such an extent as may be necessary to make the property suitable for airport purposes.

Under the bill the Secretary of War may readjust boundary lines between government property and other owners in that the United States reserves the right to use the property for military purposes in case of need or at the discretion of the government to resume exclusive possession of it for military purposes.

FOR 40-FOOT SHIP CHANNEL

Big Dorchester Bay Im- provement Also Discussed

The necessity of the government undertaking needed improvements in Boston Harbor was presented yesterday by local shipping men at a hearing held in the Chamber of Commerce building before Colonel Sherwood A. Cheney, United States district engineer, on a clause in the General Rivers and Harbors Bill, providing for a survey and report. The hearing was held under the auspices of the Maritime Association and Boston Port Authority. The following projects were discussed: Removal of Finn's Ledge in Broad Sound; removal by dredging of the Lower Middle ground, a dangerous shoal spot off Governor's Island; dredging the main ship channel in the inner harbor from President Roads to the navy yard to a depth of 40 feet at mean low water, and reconsideration of the Dorchester Bay Channel.

The opinion was expressed by Frank S. Davis, manager of the Maritime Association, that port interests would not press for removal of Finn's Ledge at this time, but would be satisfied with construction of a lighthouse to mark this spot. Renewed agitation was set forth for the dredging away of the Middle Ground, an improvement sought for many years. There was unanimous accord on the need of establishing the 40-foot channel, particularly in and around Commonwealth pier, so that this fine terminal may be in a position to accommodate the largest liners.

Speakers advocating the carrying out of the big proposed improvement in Dorchester Bay, represented the Dorchester Board of Trade as well as Boston harbor officials, and declared that the future expansion of the port lies in that direction. A great industrial development will follow the completion of a 300-foot wide channel, 50 feet deep, with a number of docks and new marine business. The carrying out of the projects as outlined will cost at least \$4,500,000, it is said. Colonel Cheney will take the matter under advisement, and later submit his recommendations to the War Department at Washington.

HERALD 11/20/30

NEW TRAFFIC SIGNALS TO COST CITY \$90,000

Bids for the installation of a traffic signal system along Massachusetts avenue, Back Bay, were opened yesterday, and according to Traffic Commissioner Joseph A. Conry, the work will be done well within the authorized appropriation of \$125,000. The project will be carried out at an approximate cost of \$90,000, less than \$30,000 of the original figure, he said.

The Edison Electric Illuminating Company's contract for power will amount to \$60,000. The highest bid of \$35,485, was made by the Eagle Signal Sales Corporation, while the lowest bid of \$30,154 was submitted by the Crouse-Hinds Company.

GLOBE 11/20/30

GOVERNORS ISLAND BILL DRAWN UP

Authorizes Lease to City by War Department

Secretary Hurley Says Measure to Be Submitted to Congress

WASHINGTON, Nov 19 (A. P.)—A draft of a bill to authorize the War Department to lease Governors Island to the city of Boston has been prepared by the War Department for submission to Congress.

Secretary Hurley today sent Theodore C. Holcomb, manager of the aviation bureau of the Boston Chamber of Commerce, a telegram saying this step had been taken.

The bill, the secretary said in the telegram, provides that grading and filling of the island and underwater lands may be permitted to such an extent as may be necessary to make the property suitable for airport purposes.

Under the bill the Secretary of War may readjust boundary lines between Government and other owners in that the United States reserves the right to use the property for military purposes in case of need and, at the discretion of the Government, to resume exclusive possession of it for military purposes.

Manager Holcomb said last night he had received the War Department's official notification of the drawing up of the bill for Congress in accordance with previous advices that this was the only legal way the lease could be effected.

Mr Holcomb expressed satisfaction at this progress, and hopes that the bill can be speeded through the short session. The whole enterprise, he recalled, was started by the Chamber publication only a year ago this month.

"L" TRUSTEES POSTPONE ACTION ON TUBE EXTENSION

Action on the plans for the extension of the Boylston-st subway beyond Audubon road was deferred by the trustees of the Boston Elevated Railway yesterday until the meeting next Wednesday. The plans were discussed but the mooted question is whether to stop at St Mary's or at Carlton st, a matter which will be given serious consideration from all angles during the coming week.

GLOBE 11/20/35

TODAY BIRTHDAY OF MAYOR CURLEY

Due to Arrive at Noon at
Hamilton, Bermuda

Mayor Curley observes today his 56th birthday anniversary. He is on a cruise to the West Indies upon the Ss Franconia, with his daughter, Mary, and City Treasurer Edmund L. Dolan, as special guests of the Cunard Line, Gerrett Fort, president and Charles W.

Merrill, manager of the Raymond & Whitcomb Co.

Mayor Curley's party is due at Hamilton, Bermuda, at noon, today, and during their visit will receive special honors and entertainment arranged by Capt Charles P. Pitt.

Arrangements have been made for the Mayor to play golf at Belmont Manor; to be received by the Acting Gov Gen of Bermuda; by Mayor Bluck of Hamilton, and to visit the famous caves of Bermuda.

A dinner will be tendered the Mayor at Hotel Belmont this evening.

From Bermuda the party will go to Nassau, and there will be received by the Governor General of the island. Following Nassau, there will be a few days at Havana, where Mayor Curley will meet the President of Cuba at the Imperial Palace.

GLOBE 11/21/30

STATE AND CITY SWAP CHECKS IN MILLIONS, BOSTON WINS

Boston benefited by more than \$3,500,000 in an exchange of \$17,000,000 in tax adjustments between the city and the Commonwealth of Massachusetts yesterday. The checks were passed to straighten out the various aspects of the tax adjustment which occurs annually between city and State.

Deputy State Treas Karl H. Oliver

first turned over to Acting City Treas Horton G. Ide, a check for \$10,497,290.93 and received back a check from the city for \$6,827,339.65.

City Collector William M. McMorrow, to whom the city's check was made payable, was a witness to the transaction. The checks were for all forms of taxes collected.

RECORD 11/21/30

Irish Officials City of Boston Guests



Ex-Lord Mayor of Cork, Sean French, left, and Barry M. Egan, T. D., right, member of the Irish Free State government, with Acting Mayor William G. Lynch, center, as they were entertained yesterday as guests of honor of the city of Boston at the Hotel Bradford. President of the City Council Lynch officiated in the absence of Mayor Curley.

GLOBE 11/21/30

IRISH DELEGATES ARE HONOR GUESTS

French and Egan Are
Greeted in Boston

Explain Purpose of Exhibition to Be
Held in Ireland

Ireland's delegates to the United States in the interest of the International Exposition in Ireland in 1932, Sean French and Barry N. Egan, were guests of honor at the Hotel Bradford yesterday at a luncheon given by the city of Boston. Acting Mayor William G. Lynch presided in the absence of Mayor Curley.

Mr French, ex-Lord Mayor of Cork, told of the sincere love that Ireland has for the United States and that Ireland and the United States are attached by a bond that will never be severed. He said it was Ireland's desire that the exposition would represent the gathering of the Gaels from all parts of the world.

Referring to Mayor Curley, he said his name was not strange in Ireland and that he is a little more to those in Ireland than in Boston and the Irish believe that Boston is part of

Ireland and Ireland is a part of Cork. Mr Egan said the Irish feel that Boston is a suburb of Ireland. He said that Boston had just celebrated its Tercentenary, but that Ireland in 1932 was observing the 15th centenary of the coming of St Patrick to Ireland. It is the desire to show the world what is being done in Ireland and that its goods and everything pertaining to its arts and crafts would be shown at the exposition.

What Ireland wanted, he said, was not huge industries, not huge capital nor huge collections of working people, but instead the desire was for industry to be spread throughout the country so that the people might get the utmost from their labor. He called attention to the fact that the finest stained glass in the world was made in Dublin and though in competition with the entire world it was holding its own.

Ireland, he said, imported \$45,000,000 worth from the United States and exported but \$12,000,000 to \$14,000,000, and the Irish wanted the balance rectified.

Among the other speakers were ex-Congressman Joseph F. O'Connell, ex-Mayor John F. Fitzgerald, John Jackson Walsh, Matthew Cummings, Louis Watson, representing the Knights of Columbus, and James T. Barrett.

Sheila O'Donovan Rossa sang in Gaelic, and Irish songs were sung by James Flynn and John Shaughnessy. Miss Helen County Galvin sang the "Star Spangled Banner."

RECORD 11/21/30

Curley Observes 56th Birthday in Bermuda

Mayor Curley observed his 56th birthday far from his usual haunts yesterday. He was in Bermuda and was to have a party at Belmont Manor at which the acting governor and Mayor Bluck were to be present. Curley and his daughter will later visit Nassau and then go to Havana, Cuba, to meet President Machado at the imperial palace.

TRANSCRIPT 11/21/30

MAYOR CURLEY'S BENEFACTION

[From the Springfield Union]

The announcement in a Boston newspaper that Mayor James M. Curley of that city has obtained a life insurance policy for \$100,000 of which the eventual permanent beneficiaries will be the poor of Boston, is particularly interesting at this time of widespread hardship due to business depression and unemployment, although it will not and is not intended to alleviate any of the present distress. In times of distress, however, any project of a charitable nature, whatever its purpose or scope, takes on an added interest.

It appears that by the terms of the policy the \$100,000, when it becomes payable, is to become a trust fund, the interest on which will go to Mayor Curley's children as long as they live. After their death, the principal will be allowed to accumulate for fifty years, at the end of which time it is estimated it will amount to nearly \$2,000,000, the income from which will be available for the poor, if any, of that period.

It is with no intent to criticize the worthiness of Mayor Curley's beneficence or minimize the humanity of his motives that we call attention to the fact that that we call attention to the fact that fifty years, plus the possible life span of the mayor's children, is a long period, and in the meantime much may happen to alter the conditions of existence in Boston and elsewhere in this country and lessen or eliminate the demands of charity. The mayor, we hope, will live to a ripe old age; likewise his very excellent children. In the meanwhile America and, perhaps, the world in general may be making great progress in the eradication of all poverty. More and more is public attention being concentrated on this subject and out of the many and various proposals, old, new and still to come, may develop some plan, or system, or order that will insure good living conditions for every human being.

In that event the mayor's beneficence would not be needed. Indeed, he may and we hope will live to see this happy consummation wrought. If so, he would then be in a position to make other and equally worthy disposition of his insurance fund, according to his own wish and ideas. As it is now, he is planning for a time and condition the nature of which no one with any degree of accuracy can predict. On the other hand, if poverty still exists at such time as the mayor's insurance fund might be available for its relief, his benefaction would be an outstanding charity of great good.

IRISH VISITORS SEND CURLEY GREETINGS

Learning that yesterday was Mayor Curley's 56th birthday anniversary, Sean French and Barry M. Egan, members of the Irish Free State Parliament, from Cork, now visiting in Boston, and guests of the city at luncheon during the afternoon, early last evening despatched a cablegram of greetings to his Honor at Bermuda. "Birthday greetings," the cablegram said. "Many happy days of prosperity to you and to Boston. Cork's best wishes."

TRANSCRIPT 11/22/30 Thousand Men Now at Work in City Parks

Engaged in Repairing Damage Done by Huge Tercentenary Crowds

This is the period of greatest activity ever known in the Boston park system. One thousand laborers and gardeners are at work all the way from the Common to Marine Park, South Boston and also at the Airport, which is under the control of the department. Of that number of laborers, 240 are on temporary tenure, having been obtained from the Civil Service lists and thus relieving, to a small extent, the pressure of unemployment.

Few persons realize the extensive damage to the trees and greensward of the Common and the Public Garden caused by the Tercentenary crowds which swarmed over these reservations for the greater part of the summer. Boys climbed the trees for the various spectacles and many of the smaller maples and elms were seriously damaged. Constant treading of the grass made it necessary to re-seed large sections and also to fertilize to a greater extent than in previous years.

Good weather has helped speed the work which had to be done before snowfall, but there will be much of rehabilitation for the spring. During the winter the work of pruning trees can be carried on except in the worst weather and the department will have numerous crews at work all over the city. Trees and shrubbery stood the drought far better than was the case the year before when it was necessary to keep the hose at work on the Common, the Public Garden and along Commonwealth avenue.

Within the past few days the department finished its resoling of the beds in the Public Garden and in the many squares and the planting of 70,000 tulip

bulbs specially imported from Holland. Though there have been temptations, as in past years, to change the floral design aspects of the garden, as is often suggested, the department's best judgment is that no better arrangement could be affected than that which has existed for years. Color effects, however, are changed year to year, and perhaps the colors to be seen in the tulip beds next spring will prove the most interesting to be recalled.

The department expects to receive a decided advantage from the two growing houses recently completed at the Franklin Park greenhouses and from the increased facilities of the outside frames. For years the gardeners have experienced difficulty in meeting the demands for the plants so generally admired during the summer. The increased space will enable the carrying out of further plans for beautification of parks and squares.

Four buildings are now nearing completion, the field houses at Columbus Park, Webster avenue, Wachusett and L streets, and within a month or so, weather permitting, the department will have under way the extensive planting and grading of the Strandway, South Boston, from Columbus Park bridge to the yacht club. The Strandway is an improvement which started in Mayor Curley's second administration and has cost to date \$1,755,000. The grading and planting soon to be awarded a contractor will not finish the work, for much remains to be done to the park itself, work that must be delayed until the industrial exposition of next summer.

GLOBE 11/23/1930

ASK CURLEY TO SPEAK IN WASHINGTON AND ST LOUIS

Mayor Curley yesterday was asked to address three conventions and conferences. He was invited to speak before the National Constitutional Convention when it meets in Washington Dec 8 for the purpose of drafting some concrete plan to be presented to Congress in behalf of all antiprohibition organizations in the United States. The second invitation was by those in charge of the rivers and harbor conference to be held in Washington Dec 9. The Mayor was asked to discuss conditions in Boston Harbor and in the Cape Cod Canal.

The third invitation was from the American Road Builders Association which invited Mayor Curley to address their 28th annual convention in St Louis on Jan 12. More than 30,000 delegates will attend and relief of unemployment through road building will be discussed.

TRAVELER 11/23/30



BOSTON'S CHIEF EXECUTIVE drops the first dime in the turnstile at the new subway entrance to the Jordan Marsh Company store. In the photograph, left to right: Mayor James M. Curley, Miss Mary Curley, Ralph G. Hudson, vice-president and general manager of the store; Edward F. Mitton, merchandise manager of the store; Col. Thomas F. Sullivan, chairman of the Boston Transit Commission; Edward L. Dana, general manager of the Boston Elevated; and in right rear, Thomas L. Lockney, director of Jordan Marsh Company, and James Calvert, general manager of the basement. Behind this group may be seen the crowd waiting to come through the four new turnstiles.

(Boston Herald-Hill)

Post 11/23/30

DEFENDS THEATRE CENSOR

Casey Gives Views and Raps Play of Carroll

As an aftermath of the recent bitter controversy over the merits of Earl Carroll's famous revue "Sketch Book," City Censor John M. Casey has written an article in which he declares that censorship of plays in Boston is necessary as long as there are producers who cater to the element in the community that "is willing and eager to witness filth, obscenity and nudity."

FLAYS "SKETCH BOOK"

The article, published in City Club Life, the newspaper issued by the Boston City Club, of which Casey is a member, flayed the production of "Sketch Book," not mentioning it by name, but leaving no doubt as to what show was meant, and termed it "an exhibition of the lowest degree of filth that human mind or imagination could conceive." The article said, in part: "Is there a need of censorship of plays in Boston? Because of the low standard of the plays presented on the stage during the past few years, I must answer by saying, if regulation is censorship. Yes. There is a need of some control, for just as long as there are producers who cater to the element in the community that is willing and eager to buy filth, obscenity and nudity, there is, and will be, a necessity of censorship."

Danger in Censorship

"I have always realized the danger that a censor might become a victim

of his own selfish ideas, and that once having taken his stand he cannot retrograde nor yield to anyone or anything, but this cannot apply to me or the duties of my office, for when there is censorship of shows in Boston it comes into existence only because of the violations of the very rules formulated and agreed to by everyone connected with theatre management in Boston.

"How to punish the producers of such a show as was given only recently in one of our theatres is a question of great importance.

Court Means Advertising

"You can hale the offender into court, and you will have given to the production that degree of publicity which the performance could never, of its own merit, obtain and thereby defeat the very purpose for which corrective measures are intended.

"Within the last month a show opened in Boston where the nudity of young girls seemed the only excuse for the production, which nudity was accentuated and made more marked in each succeeding scene. Not only was nudity prevalent but with brazen effrontery scene after scene was given exhibiting the lowest degree of filth that a human mind or imagination could conceive.

Is Up to Theatres

"With the same degree of co-operation, encouragement and support that has always been given me by Mayor Curley in the attempt to clean the stage, the production was short-lived and in clear, unmistakable and forceful English the producer of this show was informed by His Honor, the Mayor, where he and his show belonged.

"If the theatre wants censorship it is making a bid for it that is sure to succeed, but if it wants to continue as a factor and an influence in American life, it will rid itself of its dramas of dirt produced in the name of realism, and its spectacles of nude women produced in the name of art. Until the theatre so interests itself, there will be a necessity of someone doing it for them."

VET HELD FOR RECEIVING CITY AID ILLEGALLY

Man Taking Allowance Found to Possess Bank Account

William J. Bartholomew, 42, an ex-service man, of West Sixth street, South Boston, was arrested today at City Hall on a warrant charging that he has illegally received from the City of Boston, through its soldiers' relief fund, \$210.

MAYOR ASKED TO SPEAK IN CAPITAL

Wet Congress and Rivers, Harbors Group Invite Him

Mayor Curley was invited yesterday to address the national constitution convention in Washington, Dec. 8, at which it is proposed to draft, in behalf of all anti-prohibition organizations, a plan, to be submitted to Congress, dealing with the modification of the Volstead act or the repeal of the 18th amendment.

The mayor was asked to represent Boston, and other men are reported to have been invited to join with him as representative of the wet majority in Massachusetts.

Another invitation from the rivers and harbors conference to be held in Washington, Dec. 9, asked the mayor to speak specifically upon the improvements which are needed in Boston harbor and the Cape Cod canal.

A third invitation came from the American Road Builders' Association which expects 30,000 to attend the annual convention in St. Louis, Jan. 12, at which one of the principal topics for discussion will be the opportunity of relieving unemployment by highway construction.

MORE ARRESTS PROMISED

The arrest was made by Inspectors Loughlin and Connolly, on complaint of Soldiers Relief Commissioner John J. Lydon, as Bartholomew called to receive the customary \$40 a month allowance allotted him during the past three months.

Commissioner Lydon declared it is the first of a number of arrests of similar nature. He terms the alleged offenders as "gold brickers."

Lydon further declared that he has unearthed 1500 cases which have cost the city upwards of \$75,000 in past years. Among those who have illegally received aid were firemen and policemen, he says. Forty-one ex-service men have made arrangements to refund over \$4000, he explained. There are 30-odd ex-servicemen, who have received \$2350 but are now unable to pay anything back. A small amount has been refunded by some of those aided.

Lydon and Assistant Corporation Counsel Hale Power allege that Bartholomew received \$90 in 1926, and three months ago in applying for aid swore that he was without funds and was the sole support of a widowed mother, also without funds.

Bartholomew, they allege, has \$1927.40 on deposit in a South end bank and the mother is trustee of a savings account of \$2995.

HERALD 11/24/30

TRAVELER 11/24/30

HERALD 11/24/30

Mayor Curley Proposes Land Behind Dorchester Boys' High Be Developed for Playground

By TOM McCABE

As an aid to relieving the unemployment situation, in a way he believes proper—giving jobs to idle—Mayor Curley has proposed that the school committee have developed the land on the old Dunbar avenue field, surrounding the Dorchester high school for boys, which may result in a worth while athletic field for the use of the city schools.

In addition to this the mayor and Park Commissioner Billy Long have determined to build up and resurface the Fens stadium after the ice skating season this winter, so that the surface will be better suited than ever for football among the school groups next fall. It is evident the city authorities wish to aid the schoolboys in acquiring a proper place in which to play their games.

CITY WOULD EXPEND \$150,000

The mayor's proposition to the school authorities is this: Turn over the land in back of the Dorchester high school for boys, and the city will expend \$150,000 in resurfacing and grading and erecting a locker building and bleachers, all with a view to making work for the jobless this winter and spring. The work will be done according to the specifications of the physical education department of the schools, which would aid materially in developing the place properly.

It has been found that in the late fall the surface of the Fens stadium, dug up by the heavy football schedule of the school year, was too low and held the water, so that at times the boys have played on a field of mud. Commissioner Long, who has done great work for the schoolboys in keeping this field fit, has determined to keep all teams off it this spring and to rebuild sections which are too low, finally resurfacing all over. The field will be flooded this winter for skating.

TRANSCRIPT 11/24/30

City Council Asks Scanlan's Removal

Action Based on Fact That Police Commissioners's Secretary Lives in Melrose

The City Council this afternoon, on motion of Councilor Dowd of Roxbury, passed an order requesting Mayor Curley to request Governor Allen to direct Police Commissioner Hultman to remove his secretary, Bernard P. Scanlan of Melrose, recently appointed. Councilor Dowd explained that Scanlan is an outsider and drastic action should be necessary. The Council has always fought against the growing practice of naming city employees who live outside the city.

TRAVELER 11/24/30

COUNCIL MOVES TO OUST SCANLON

The city council today passed an order calling on Mayor Curley to ask Gov. Allen to request Commissioner Hultman to discharge Bernard Scanlon of Melrose, whom Hultman named last week as his secretary at \$5000 a year.

The council also passed an order to ask Hultman to furnish the names and addresses of applicants for the job. Councilman Dowd of Roxbury, who introduced the order, said he did not believe that Hultman should have selected a secretary from Melrose when there in Boston men as capable of filling the job.

GLOBE 11/25/30

USE OF SEIZED LIQUOR TO SAVE CITY \$10,000

Nearly 1000 Gallons for Long Island, City Hospital

Hultman Supervises Deliveries by Permission of U. S. Officials

Commenting last night on the police delivery of seized liquor to Boston institutions, Corporation Counsel Samuel Silverman said that yesterday's delivery to the Long Island Hospital, and the delivery of 850 gallons of mixed liquors to be made to the City Hospital today, represent a saving of between \$10,000 and \$12,000 for the city.

The liquor, seized in raids and tested for quality, will be used for medicinal purposes. The 200 gallons of alcohol, 12½ gallons of gin and 15 quarts of Scotch whisky, turned over to the Long Island Hospital yesterday constituted the first quantity of seized liquor to be so disposed of.

Permission was received from the Federal authorities who stipulated that the delivery be supervised personally by the Police Commissioner. Accordingly, Commissioner Hultman and Asst Corporation Counsel Leo Schwartz were on hand when the shipment was transferred from the storeroom of the Back Bay police station, where it had lain since 1919, to the truck that transported it to the police boat Watchman.

Commissioner Hultman will accompany the shipment of liquor to the City Hospital this morning. Without permission to deliver the liquor to city institutions, the city would be obliged to purchase its own liquor.

Of the sums the authorities claim are owed, one amounts to \$540 and another of \$520.

Commissioner Lydon said the department would this year pay out \$425,000, and if more was available it could be used. The department is receiving about 60 requests a day and last month rejected 185 applications.

GLOBE 11/24/30

FRAUD CHARGED IN TAKING DOLES

South Boston Man Alleged to Have \$1927 in Bank

William J. Bartholomew, 42, of 170 W. 6th st, South Boston, will be arraigned in court tomorrow morning on six counts of larceny from the city of Boston, it being alleged he obtained \$210 from the Soldiers' Relief Department illegally. The arrest, according to Commissioner John J. Lydon, is the first of the so-called "gold bricks."

Bartholomew, according to Assistant Corporation Counsel Hale Power, who is prosecuting the investigation of those alleged to be illegally obtaining relief; in his application declared he was without funds and the sole support of a widowed mother, also without funds. The authorities allege that Bartholomew had on deposit in a South Boston bank the sum of \$1927.47 and that his mother is trustee of a savings account amounting to \$2000.

It is alleged he illegally obtained \$90 in 1926 and in four months of this year obtained \$120 at the rate of \$40 a month. The arrest was made at City Hall today when Bartholomew called to receive a monthly payment of \$40. He was taken into custody by Inspectors Loughlin and Connolly on a warrant issued by Judge Duff.

Commissioner Lydon said that his department had uncovered 1500 cases involving alleged larceny of \$75,000 under previous administrations and that some of those concerned were employed by the city of Boston as firemen or policemen. The percentage, however, he said was small.

Already \$323.50 has been returned to the city and 41 individuals have made definite plans for the return of \$4179 and 31 individuals, who, it is claimed should return \$2352.31, have not yet been able to make anything definite in the way of agreed payments. The \$323.50 was returned in the past 10 days.

Best Brains at Work

All Seek Unemployment Solution

Read your newspapers carefully today, or any day, and you will find that the best brains of the country are dedicated to the single purpose of how business can be stimulated and unemployment decreased.

Mr. Redfield Proctor tells the New England Council, composed largely of manufacturers, financiers and commercial tradesmen, that continuous employment is the soundest remedy for unemployment.

In other words, put men to work and thus equip them with a buying power to consume the products of themselves and workers in other trades.

Mayor Curley suggests to President Hoover that the national government institute a billion-dollar development of the Mississippi River, which would be a nation-wide stimulus to employment.

Highway experts suggest to Commissioner Arthur Woods that \$375,000,000 be allocated to construction of transcontinental highways, the States' appropriations making \$750,000,000 available for that sensible purpose.

Dr. John B. Andrews says to the Tufts College Department of Economics that a reservoir fund should be established by employers in the season of prosperity in order to guard against prospective idleness in periods of depression. It is a thoughtful outlook into the future, but we need a reservoir for the unemployment that exists NOW.

Governor-elect Joseph B. Ely, from whom we shall expect much in his inaugural recommendations, will suggest to the Governors' Conference sponsored by Governor Roosevelt of New York, that the manufacture of beer be permitted in order that the breweries may pay good wages to idle men and license fees and taxes to the government. Unfortunately, this favor must be begged from a Congress that seems yet responsive to the Anti-Saloon League.

Mr. Silas Strawn, who has given distinguished and patriotic service to his country, tells his Boston audience that business must pull itself up by the bootstraps; that government aid is neither advisable nor essential. His theory cannot stand the acid test of history and experience. Government is in business, in a hundred different ways, but even if it were not it still is confronted with the obligation of promoting the welfare of its people, whether they be capitalists or unemployed, by every logical means at its disposal.

The national and State governments, which took billions of dollars from their people in excess taxation to reduce the national and State debts in the times of plenty must spend billions now for the succor of those same people.

The money would have to be spent through the poor departments in charity relief. Men do not want to beg. They would rather work. The governments, therefore, should spend this money not in doles unsatisfactory to independent American men and women, but in productive enterprises which will enrich their country, such as new highways, public buildings and expansion of the natural resources.

With all these brains working to the same purpose in a country of tremendous inherent wealth we can expect with all optimism that the tide will turn in the right direction.

VET HELD; HAS CASH IN BANK

Commissioner Lydon Reveals
That \$75,000 Has Been
Illegally Taken

More than \$75,000 in city funds for soldiers' relief has been given illegally, it was revealed today, with the arrest of the first man in a drive for its recovery by John J. Lydon, soldiers' relief commissioner.

A charge of larceny of \$210 in six counts was placed against William J. Bartholemew of West 6th st., South Boston, when he was arrested today at City Hall.

He had called for a payment of \$40 when Police Inspectors William Connolly and Joseph Loughlin produced a warrant and made the arrest.

GOING ON EIGHT YEARS

After the arrest, Commissioner Lydon said:

"More than 1500 men have collected illegally in the past eight years, and I have asked Asst. Corp. Counsel Hale Power to handle a drive for its recovery.

"It seems too bad that unscrupulous men have had such claims on the city."

Police said that investigation of Bartholemew's finances revealed \$1927 in deposits with the South Boston Savings Bank and a trust fund of \$2295 in the name of his mother, for whose support he was awarded relief.

WITH MOTOR TRANSPORT

The counts of larceny specify \$30 each for the months of April, May and June, 1926, and last March, April and May for \$40 each.

He applied again two weeks ago on the \$40 basis and appeared today for the first collection.

Bartholemew served during the war with the Service and Parts Unit of the 360th Motor Transport Corps. He is 43 and makes his home with his mother.

OWN CARS AND HOUSES

John W. Reth, former commissioner and now state fire marshal, said every application during his 10-month regime before Lydon, was investigated but that an old case about \$1000 had been collected in refunds from veterans who made fraudulent claims.

Investigation then, he said, showed some of those who had collected owned automobiles and real estate, but continued to draw on relief funds.

HERALD 11/25/30

HULTMAN'S NEW SECRETARY HIT

City Council Asks Curley to Effect Retirement Of Scanlan

SCORE CHOICE OF MELROSE RESIDENT

The city council called on Mayor Curley yesterday to take definite steps to effect the retirement of Bernard Scanlan of Melrose from the \$5000 post of secretary to Police Commissioner Hultman.

An order presented by Councilman John F. Dowd of Roxbury commands the mayor, if he is in sympathy with the plan, to ask Gov. Allen to make a formal request on Commissioner Hultman to discharge Scanlan.

HULTMAN SILENT

Another order, sponsored by Councilman James Hein of Brighton, who had intended to accomplish what the Dowd order covered, calls on Commissioner Hultman to make known to the council the names and addresses of all applicants for the position which he awarded to Scanlan.

Commissioner Hultman refused to comment on the action of the council and declared his purpose was to withhold any answer until he receives official knowledge of the orders pertaining to the appointment of Scanlan.

In support of his move to force the ousting of Scanlan, whose selection was criticised because of his residence in Melrose, Dowd declared that there are thousands of Boston men and a great many policemen who are far more familiar with the routine of the department than Scanlan, and who should have commanded consideration because they are Boston residents.

"In spite of availability of thousands of well qualified Boston men," said Dowd, "Commissioner Hultman found it necessary to import a Melrose resident for the job which is supported by the taxpayers of Boston. The police commissioner of Boston ought to know that if Melrose needed a secretary to any of its commissioners, no Boston applicant would receive the slightest consideration. There should be no place in Boston public positions for any resident of Melrose."

CRITICISES CURLEY

Dowd resumed his criticism of alleged dilatory tactics by Mayor Curley in the furtherance of important public projects which were authorized months ago and leveled his shafts at the \$300,000 building for the city printing department, the \$1,100,000 Centre street widening and the \$1,000,000 Charles street widening.

The council adopted his order commanding Superintendent Casey of the printing department to make known when work on the construction of the building is expected to be started. The necessary authorization was given by the council March 10.

Dowd's reference to the Centre street

widening evoked explanations from Councilmen Murray and Cox, who said that inability of interested persons to agree had been the cause of the failure of the city to carry out plans accepted months ago.

The legislative authorization of the expenditure specified that the street should be widened to 100 feet, but objection by the trustees of Harvard College to encroachment on the land of the Arnold Arboretum, and the opposition of other objectors to the destruction of shade trees, forced a revision of plans and the reduction of the widened street to 80 feet, but until the Legislature approves of the proposed reduction the entire project is in abeyance.

WIDENING DELAY

Councilman Laurence Curtis joined with Dowd in criticising the delay in starting the widening of Charles street and the construction of a traffic circle at Longfellow bridge.

An order introduced by Councilman Donovan asks Commissioner of Public Works Rourke to report the advisability of providing East Boston with an adequate street lighting system. Donovan called attention to the poor illumination of Saratoga street, to which he ascribed two recent automobile fatalities and many serious accidents.

Commissioner Rourke was asked in an order offered by Councilman Murray to advise the council of the wisdom of numbering the curbs outside of all buildings in the city. Murray elaborated upon the need of systematic numbering such as is done in other cities and suggested the use of the curbs.

An order for the establishing of a branch of the municipal employment bureau in the municipal building at Upham's Corner was offered by Councilman Kelly, and Councilman Green of Charlestown sponsored an order inviting the school committee to make provision for an auditorium in the plans of the new junior high school building in his district, which is without a hall of adequate capacity for public meetings.

G. HOBIE 11/25/30

CALLS ON HULTMAN TO REMOVE SCANLAN

City Council Order Awaits Mayor Curley's Return

Would Send Request to Governor—Dowd Urges Printing Plant

Awaiting Mayor Curley on his return from his West Indies trip next week will be an order passed by the City Council yesterday calling upon him to ask Gov. Frank G. Allen to direct Police Commissioner Eugene C. Hultman to discharge Bernard Scanlan of Melrose, recently appointed secretary of the Boston Police Commissioner.

City Councilor John F. Dowd, chairman of the City Council's unemployment committee, introduced the order under suspension of rules and it passed unanimously. Chairman Dowd said that there were many men in Boston better fitted for the job and with a

better knowledge of the situation "than the gentleman from Melrose." He said he did not question the efficiency of Mr. Scanlan, but insisted that the Police Commissioner of Boston owes a duty to the taxpayers of Boston to appoint a Boston man.

Hultman's Act Criticised

"I wonder," said Councilor Dowd, "if the Mayor of Melrose would come to Boston and take a Boston man back to Melrose as his secretary. He could not do it and would not do it, so why can the Police Commissioner of Boston do it?"

Councilor Hein expressed his wonderment at the sudden appointment of a secretary for Police Commissioner Hultman, who, the Councilor declared, sometime ago said that he did not need a secretary and would save the city of Boston \$5000 annually by getting along without one.

An order offered by Councilor James Hein of Brighton called upon Commissioner Hultman to furnish the City Council with a list of all the applicants for the position of secretary. This also was passed.

Pres. Lynch directed that the order be sent to the committee on rules. Councilor Dowd asked for suspension of the rules and the order was quickly passed.

Bar Taking Arboretum Land

Councilor Dowd said that on March 10 the Council passed an order for \$300,000 for erection of a municipal printing plant. He said that building the plant would result in employment, yet not a dollar has been spent or anything done.

An appropriation of \$1,100,000 for the widening of Centre st, West Roxbury, was made on June 2 and he declared that since that time not a spadeful had been turned in the ground.

Councilor Curtis remarked that the same condition of affairs existed concerning the Charles-st widening, where he said buildings had been torn down but no work done on the proposed widening.

Councilor Murray declared the delay of the Centre-st work was caused by objections of some abutters to a width of 100 feet for the highway; that they wanted it 80 feet and that before anything could be done the matter would have to go before the Legislature for a change to 80 feet.

Councilor Wilson explained that the trustees of Harvard University hesitate to permit Arnold Arboretum being disturbed, the 100-foot width calling for the taking of some of the land.

Would Paint on Sidewalk

To assist in relieving unemployment and also to assist letter carriers, delivery men and others, Councilor Murray of Jamaica Plain introduced an order, which was passed, calling upon the Public Works Department to paint upon the curbing or sidewalk in front of every residence on an accepted street the street number of the dwelling.

Councilor Green of Charlestown introduced orders calling upon the library trustees to locate a branch library in Charlestown; calling upon the School Committee to plan for an auditorium in the proposed new Junior High School in Charlestown and an order calling upon the Park Department to complete the Sullivan-sq Playground.

An order calling upon the city of Boston to establish a branch municipal employment office at Uphams Corner to care for the needs of the section was introduced by Councilor Kelly.

Post 11/25/30

MAYOR AND DAUGHTER SNAPPED IN BERMUDA



Photo snapped as Mayor James M. Curley and his daughter, Miss Mary, arrived in Bermuda. Left to right, Mrs. Wurtz, 610 Park avenue, New York city; her daughter, Miss Jean Wurtz; Miss Mary Curley, Mayor Curley and City Treasurer Edmund L. Dolan.

\$75,000 IN LARCENIES FROM CITY

1500 Veterans' Aid Fraud Cases—Man Under Arrest

Some 1500 cases, involving larceny of \$75,000 in aid from the city Soldiers' Relief Department under previous administrations, are under investigation, it was learned yesterday when William J. Bartholomew, 42, of

170 West Sixth street, South Boston, was arrested at City Hall, charged with larceny in six counts of \$210 from that department.

HAS MONEY IN BANK

The warrant for Bartholomew's arrest was procured in Municipal Court by Assistant Corporation Counsel Hale Power, who has the 1500 cases of fraud under investigation, with John J. Lydon, commissioner of the soldier's relief department. Power said that Bartholomew was found to have \$1927 in his own name in a savings bank, and a trust fund of \$2295 in his mother's name in another institution was located.

Bartholomew, however, Power said, on Nov. 10, last, had applied to the department for aid, and was due to get a check for \$40 yesterday. He was arrested when he called for the check. This year he had applied for aid and got \$40 a month in March, April and May on the claim that he had an elderly mother dependent upon him, Power said. In 1926 he had applied for aid and got \$30 a month in April, May and June of that year, from the same department, Power said.

"Gold Brickers"

Bartholomew served during the war in Service Park Unit 360 of the Motor Transport Corps.

Commissioner Lydon said that Bartholomew was one of a class which the department knows as "gold brickers." He said the city is paying through this department about \$425,000 in aid this year, and about 60 applicants a day ask for such aid.

Assistant Corporation Counsel Power said that he is working to compel refunds from the 1500 who have procured aid illegally during the past eight years in amounts which total \$75,000, while they had jobs or money in the bank. Already more than \$300 has been returned by 41 individuals, and definite assurances have been procured for the return of \$4179. Some 31 individuals who should return \$2352 have not yet been able to make any payments, but progress is being made with them. Power said. Some individuals have received more than \$500 illegally, he added.



Enjoyin' Life—the simple life—the restful life of Bermuda's delightful climate is Mayor James M. Curley of Boston, and here he's shown in an exclusive photo as he was taken, with his party, on a sight-seeing expedition in the rickety

old "two hoss shay," the only mode of conveyance, outside of bicycles, on the island, gas buggies being forbidden there. In the cart with him are, left to right, Miss Jean Wurtz of New York, the mayor, Mrs. Wurtz and Mary Curley, the mayor's daughter.

(c) International News Photos, Inc.)

HULTMAN MUM ON COUNCIL

Latter's Order Would
Have Him Fire
Secretary

Police Commissioner Hultman last night declined to comment at the present time on two orders passed by the City Council yesterday, one of which requested the discharge of Bernard P. Scanlan of Melrose, last week appointed secretary to the commissioner, and the other calling on the commissioner to supply the Coun-

cil with the names of all applicants for the position.

WANTS BOSTON MAN

When informed that the council has passed both orders Commissioner Hultman said: "I will make no comment on the orders until I have received a copy of them and have had a chance to read how they are worded."

City Councillor John F. Dowd introduced one resolution calling on Mayor Curley and Governor Allen to request Commissioner Hultman to discharge Secretary Scanlan. In introducing the order Councillor Dowd stated that while he did not doubt Scanlan's ability, he thought it was the duty of the commissioner to appoint a Boston man who would be better able to fill the job, as he would be more familiar with the situation here.

Councillor James Hein of Brighton, who introduced the order calling on the commissioner to disclose the list of applicants for the job, told the council he thought it peculiar that the police commissioner suddenly decided he would have a secretary after previously stating he did not want one.

Promised to Move to Hub

While Commissioner Hultman refused to comment last night it is known that he has been trying to get Scanlan for the past four months, but had been requested to wait until after the election

before asking for him. One of the stipulations under which Scanlan took the job was that he would move into Boston as soon as possible, it was said.

Individual members of the City Council at yesterday's meeting scored the administration for lack of progress in municipal projects which, because they are at a standstill, deprive workmen of employment in Boston.

Councillor Dowd pointed to the municipal printing plant which the council ordered on March 10, with an appropriation of \$300,000, for immediate erection. Yet, he said, not a dollar has been spent for it, and not a thing has been done to get it under way.

He pointed also to the appropriation of \$1,100,000 for the widening of Centre street, West Roxbury, which was made June 2, with not a spadeful of earth turned on it.

Post 11/25/30

AMERICAN 11/25/30

Mayor Curley Goes for a Buggy Ride



MISS WURTZ

MAYOR CURLEY

MISS CURLEY

MAYOR CURLEY OF Boston and members of his party are shown en route from the pier to his hotel upon his arrival at Hamilton, Bermuda. The old-fashioned horse drawn

vehicle was the mode of transportation. In the carriage are Miss Jean Wurtz of New York, Mayor Curley, and Miss Mary Curley. (International Newsreel photo.)

TRAVELER 11/25/30

ARREST AROUSES VETS AWAIT CURLEY'S RETURN

A storm of protest was today sweeping the ranks of ex-service men over the action of Soldier Relief Commissioner John J. Lydon in ordering the arrest of a veteran on charges of illegally receiving aid from the city.

Mayor Curley, at present on a brief vacation with his daughter Mary, is expected to step into the case on his return next Monday. That the action of the commissioner was taken during the mayor's absence has given rise to considerable comment and conjecture as to what the mayor may direct.

DRASTIC ACTION SEEN

City Hall attaches freely admitted their belief that the mayor's action will be drastic.

A dispatch from Havana today told of the mayor's arrival at that port on his southern trip from New York on the S. S. Franconia. The courtesies of the port were extended him by customs officials.

From the finance commission it was learned today that no investigation of the soldiers' relief department is under way or contemplated.

It was stated that in a report a week

COT TRAVELER 11/25/30

TRANSCRIPT

11/25/30

ago attention was called to a number of cases, estimated at 1500, in which veterans had apparently been receiving aid illegally.

It was further explained that the cases discovered were ones arising in the period right after the war. Shortly after the system was installed and before it was well organized.

Commissioner Lydon had no comment on his action in ordering the arrest of William J. Bartholomew, 42-year-old veteran of South Boston, on charges of receiving \$210 illegally.

It was stated by him that five ex-servicemen today conferred with him and agreed to pay back \$255 which they had drawn. Four admitted receiving \$200 and said they were willing to pay it back; a fifth agreed to pay back \$55 in instalments. One is said to be employed in the water division of the city.

A sixth veteran paid back today \$2, all he admitted owing, Lydon reported.

No members of the police or fire departments called at the commissioner's office in relation to alleged illegal payments. In his statement yesterday, Lydon said that among those involved in the alleged illegal payments were members of both departments. There are many ex-service men in the two departments, especially the police department.

Assistant Corporation Counsel Hale Power is handling the legal end of the matter and has been in close touch very recently with Lydon. Both are ex-service men, having served with the 101st infantry, headquarters company.

Lydon today announced that he had detailed the 12 visitors in his department to co-operate with Power.

Power was asked today by a Traveler reporter why Bartholomew was not accorded the same treatment as others, who were allowed to make arrangements to pay the money back.

He said: "This is the first case which has been discovered where a man had a substantial bank account. He was collecting regularly. If we find similar cases, we will act in the same manner."

Asked how he explained the situation in regard to cases that occurred during the previous administration, he said:

"We inherited from the previous administration refund agreements as shown on the books of the department. The agreements were not kept. The money should be refunded. We are simply acting as a collection agency on information as from the books."

Bartholomew will be given a hearing in municipal court on Dec. 2. He furnished \$500 bail shortly after his arraignment in municipal court yesterday.

He is charged with six counts of larceny, three of \$30 each in April, May and June of 1926, three of \$40 each in March, April and May of this year.

On Nov. 10, this year, he again applied for relief and the action against him resulted.

Commissioner Lydon, a former editor and ex-representative, was named to the post by Mayor Curley the early part of this year, succeeding John W. Reth, another war veteran, who was appointed state fire marshal.

Lydon Investigates Relief Payments

Commissioner John Lydon of the soldiers' relief department at City Hall announced today that he had directed the twelve investigators of the department to co-operate with Assistant Corporation Counsel Hale Power in tracing down reports that relief funds had been paid out illegally to persons not in need of the money. The fact that the investigation was under way became public yesterday when one arrest was made.

Mr. Power, when asked today why other persons known to have received money from the department illegally had not been proceeded against said that the case of the defendant arrested yesterday was the only one in which the department had "direct evidence of the beneficiary having money in the bank." The assistant corporation counsel admitted that on the books inherited from the Nichols administration there were a number of refund agreements which had not been kept, and that refunds were now being made in some instances.

One veteran of the World War called today with \$2 in cash which it was announced squared his account with the department. Four other persons called and agreed to pay back an aggregate sum of \$200. Persons in the water division of the Public Works Department also agreed to pay \$55 in settlement of accounts, but no police or firemen who were mentioned yesterday by Commissioner Lydon as having drawn upon the department illegally appeared today.

William J. Bartholomew of 174 West Sixth street, South Boston, who was arrested yesterday charged with larceny in six counts from the department, pleaded not guilty when arraigned in the Municipal Court and was held in \$500 for a hearing on Dec. 2. It was alleged that he had received \$210 from the department at various times by representing that he was destitute.

Curley in Havana for Thanksgiving

Havana, Nov. 25 (A.P.)—Mayor James Curley of Boston arrived here today on the steamer Franconia. The courtesies of the port were extended by the customs officials.

GLOBE 11/25/30

LIQUOR LOAD TO CITY HOSPITAL

Police Also Take Some to Boston Sanatorium

Police Commissioner Eugene C. Hultman today delivered to the City Hospital 5535 gallons of alcohol and 90 gallons of whisky. Six trucks carrying the load were preceded by two motorcycle officers and followed by the commissioner and Leo Roberts, his

Delayed Projects Stir City Council

More questions concerning municipal projects for the relief of the unemployed were asked by members of the City Council at yesterday's session, and one order was passed with the hope that many men might be put at work. It was the order of Councilor Murray of Jamaica Plain, calling on the Public Works Department to paint upon the curbing or sidewalk in front of every residence on an accepted street the street number of the dwelling.

Councilor Dowd said that on March 10 the council had passed an order for \$300,000 for erection of a municipal printing plant. He said that building the plant would result in employment, yet not a dollar has been spent or anything done.

An appropriation of \$1,100,000 for the widening of Center street, West Roxbury, was made on June 2 and he declared that since that time not a spade had been turned in the ground.

Councilor Curtis remarked that the same condition of affairs existed concerning the Charles street widening, where he said buildings had been torn down but no work done on the proposed widening.

Councilor Murray declared the delay of the Center street work was caused by objections of some abutters to a width of 100 feet for the highway; that they wanted it eighty feet and that before anything could be done the matter would have to go before the Legislature for a change to eighty feet.

Councilor Wilson explained that the trustees of Harvard University hesitate to permit Arnold Arboretum being disturbed, the 100-foot width calling for the taking of some of the land.

Councilor Green of Charlestown introduced orders calling upon the library trustees to locate a branch library in Charlestown; calling upon the school committee to plan for an auditorium in the proposed new Junior High School in Charlestown and an order calling upon the Park Department to complete the Sullivan Square Playground.

An order calling upon the city of Boston to establish a branch municipal employment office at Uphams Corner to care for the needs of the section was introduced by Councilor Kelly.

legal adviser, who were compelled by law to make the trip.

In the afternoon 50 gallons of alcohol, 50 pints of Bicardi rum and two quarts of gin were delivered at the Boston Sanatorium in Mattapan.

The liquor is the last of that which has been stored in the basement of Station 16 since the early days of the liquor truckloads seized by Oliver B. Garrett and his men, about 10 years ago.

Mayor Curley felt that it would save the city thousands of dollars if the liquor could be delivered to hospitals. Commissioner Hultman made the arrangement with the Federal authorities and the first delivery was made yesterday at Long Island Hospital.

Some of the cans, containing 10 gallons of liquor, were leaking, but not enough to pay one to place a receptacle near to receive the drops of the precious liquid.

AMERICAN

11/25/30

CITY EMPLOYEES FACE ARREST IN FRAUD DRIVE

Dozen Veterans Alarmed by
Prosecution Threat Offer
to Make Restitution

City employees, including policemen and firemen, may be arrested in the law department's drive to recover more than \$75,000 paid on fraudulent claims to veterans by the soldiers' relief department.

The fraud disclosed yesterday may reach a much higher total than first believed it became known today with announcement by Soldiers' Relief Commissioner John J. Lydon that investigation of fake claims had been widened.

Many of those who received relief are now city employees, he said. Whether policemen and firemen are among those who reaped an illicit harvest in monthly doles on the basis of false claims to poverty has not yet been determined.

MANY OFFER TO PAY

The first arrest yesterday, resulting from the nearly 1500 fraudulent cases already brought to light by a corps of investigators working under the direction of Commr. Lydon and Assistant Corporation Counsel Hale Power, precipitated a near-panic among veterans with guilty consciences.

An even dozen, who had received relief aid on fake claims, called on Commr. Lydon to confess their guilt and ask a chance to repay the money and avoid prosecution. Three such called upon Power.

Among them was an employe of city water department who agreed to return \$55 obtained by fraudulent claim before he entered the city employ. Four agreed to make payments totalling \$200.

There will be no favoritism displayed in prosecution of those guilty, Power said.

CONDITION INHERITED

"We inherited this condition from the Nichols administration. We have discovered a lot of records which reveal that some men should make refunds and that other men entered into agreements to make refunds. Apparently nothing was ever done about it except reaching agreement, Mr. Power declared.

"Policemen, firemen and any other city employes found to have collected aid when they had substantial bank accounts will

be arrested."

In all cases where the offending individual has no bank account but is in a position to make regular payments to the relief department and eventually refund the sum gained by fraudulent representation, the chance for restitution without prosecution will be given.

MAY LOSE CITY JOBS

Where such offenders are found to be city employes, however, their dismissal from city service is a possibility and firemen and policemen, if any, found guilty or admitting fraud will face trial boards, according to the present plan.

Investigation of the wholesale frauds in the department has been under way for months, Lydon revealed, and some time ago a form letter demanding reimbursement was sent to those found to have benefited illegally.

This resulted in many veterans appearing for consultation and agreeing to repay sums fraudulently obtained at rates of from \$1 to \$5 weekly. To date \$323.50 has been paid back since the letters were sent out and 41 men, who illegally collected \$4179 have agreed to make refunds.

31 UNABLE TO PAY

Thirty-one others who have received a total of \$2352 illegally have appeared before the commissioner and declared they were without funds with which to make reimbursement. They will probably not be prosecuted.

Many ignored the warning letters and it is against these that the law department is taking court action. The arrest yesterday of William J. Bartholomew, of West 6th st., South Boston, on a charge of larceny of \$210, was the first of many that will follow unless accused veterans make a settlement or attempt to make a settlement with the relief department.

When arraigned, Bartholomew pleaded not guilty and was held in \$5000 for hearing next Tuesday.

HAD BIG BANK ACCOUNT.

The reason Bartholomew was not accorded the privilege of making restitution was because he had a large bank account at a time when he was collecting aid, Power said. All others found to have substantial bank accounts while receiving aid from the department will be arrested, he promised.

Investigation of the resources of those who claimed aid at the time they received it was undertaken this morning on order of Commr. Lydon by 12 investigators of his department. These men are known as "visitors." Lydon commanded that a record be made of all persons known to have been working, or suspected of being employed at a time when they were receiving help.

1500 FAKE CLAIMS

The 1500 accused are alleged to have practised various forms of deceit in filing their claims for soldiers' aid. Many were regularly

A year ago last August the Finance Commission charged that since the war, acting in good faith, the city's soldiers' relief commissioners had paid out thousands of dollars to veterans on the basis of hard luck stories. The present drive resulted from an investigation caused by those charges.

Both Commr. Lydon and Asst. Corp. Counsel Power are overseas veterans, having served with Headquarters Co., 101st Infantry, during the World War. Both also served at the Mexican border in 1916.

The campaign to end fraudulent claims by veterans has the full moral support of the American Legion, Richard Paul, State commander, declared. He referred to Commissioner Lydon's work as wholly commendable.

"No person receiving money from any relief agency undeservedly, merits the sympathy of anybody, ex-service men or not. By taking such money when he is not entitled to it he deprives worthy ex-service men of aid and should be dealt with summarily."

Lydon said he received many telephone calls commending him upon his action, one from a prominent attorney who declared he was glad to see the office being conducted "on the level."

"No veterans' organization will support swindling of the city," was his reply to a report that veterans were rankled by the drive. "The only ones who will feel resentment are those who have a guilty feeling."

GROUP 11/25/30

EAST BOSTON FERRY CRASHES INTO SLIP

Several Passengers Reported Slightly Hurt

While making her 10:45 a m trip from East Boston to the city side, the ferryboat Daniel A. McCormack crashed into the slip and several of the passengers were reported to have received injuries.

The accident is believed to have resulted from a mixup in signals from the pilot house to the engine room, and the headway of the boat was not heeded in time to prevent the smash.

There were 50 passengers on board, and some were knocked down. Thirteen claimed to be injured, but so far as known the only one requiring hospital treatment was William Gardner of Meridian st, East Boston, who had a lacerated hand attended at the Relief Hospital.

The ferryboat was not damaged, but the iron section of the drop was knocked out of plumb. The McCormack continued on regular trips.

Among those reported injured are James Robino, 172 Paris st; Joseph La Suto, 155 Cottage st; Angelina Infandina, 275 Chelsea st; Angelo Ditalia, 114 Everett st; James Ragervula, 166 Bennington st; Angelo Fino, 190 Paris st; Angelina Cabeanco, 255 Chelsea st; Joseph Maruzze and Rafael Voseli, both of 177 Chelsea st; Gabriel Cibo, 50 Porter st, and Nichola Giovanne, 117 Cottage st, all East Boston.

Capt Edward F. Gray was in command of the ferry. John P. Sullivan, superintendent of ferries,

RECORD 11/26/30

12 Others Will Repay, Thus Avoiding Arrest

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Post 11/26/30

URGES CURLEY FOR CABINET

Conry Would Have Hoover Name Mayor Labor Chief

President Hoover can rebuild his cabinet with a view to correcting evil conditions now existing by appointing Mayor Curley as Secretary of Labor, Joseph A. Conry, traffic commissioner, told members of the Women's Catholic Club in Natick during an address last night.

"A vacancy will soon exist," Conry said. "Instead of appointing a Republican politician, let Hoover pick a man familiar with labor and unemployment as Secretary of Labor. The two most sensible suggestions for relief to the country since this dreary depression set in were made by Mayor Curley."

In recommending Mayor Curley, he further stated, "His appointment as Secretary of Labor would restore confidence throughout the country at once, business seeing that the President was in earnest to relieve conditions by immediate wholesome action. If the President persists in playing politics, he cannot complain if his opponents do likewise."

HERALD 11/26/30

200 TO BE EMPLOYED ON CITY GOLF COURSE

No opposition to the taking of the Grew estate in West Roxbury and Hyde Park for a municipal golf course was made to the street commission yesterday, but none of the enthusiastic golfers who have been clamoring for an additional course showed sufficient interest in the project of Mayor Curley to attend the public hearing.

The commission will formally take the land for which the city will pay \$125,000. The price is two cents per foot. The tract consists of 138 acres, bounded by the Stony Brook reservation, Poplar street, West Roxbury, West street, Hyde Park, and Myopia road, Hyde Park. The greater part of the land is in Hyde Park.

Mayor Curley intends to have the park department place 200 men at work clearing the trees and brush. The wood will be given to the poor of the city.

At the hearing yesterday, S. S. Sheppard, secretary of the Good Government Association, appeared as an individual, interested in the plans of the proposed course. Mr. and Mrs. John Kiggen of Hyde Park also attended. Mr. Kiggen praised the project.

Twelve others who had received relief aid on fake claims called on Commissioner John J. Lydon to confess their guilt and plead for a chance to repay the money and avoid prosecution. Three men called on Hale Power, assistant corporation counsel, with a similar plea.

Yesterday four persons agreed with the investigators to make partial repayments totalling \$200, while another deposited \$2 as first payment of the money illegally received.

Policemen and firemen, as well as city employes, are facing arrest in the law department's drive. The fraud may reach a much higher total than at first believed and the investigation has been widened by Commissioner Lydon, who disclosed that the probe has been under way for months.

The first arrest was that of William J. Bartholomew of W. Sixth st., South Boston, and was ordered, according to Commissioner Lydon, when it was discovered that the man had a personal bank account.

In the case of Bartholomew, he is being held under \$5000 bonds for court hearing next Tuesday.

AMERICAN 11/26/30

MAYOR TO LEAD PORT FIGHT

Mayor Curley will be one of the first witnesses for the Port of Boston when the rail differential case opens next Monday before the Interstate Commerce Commission, it was announced today.

The hearings, scheduled to last all next week, will be held in the Chamber of Commerce library before three commission examiners. Usually only one examiner is assigned to preliminary hearings, but this case is so important that three were ordered here.

In the opinion of Samuel Silverman, Boston corporation counsel, who will conduct the case, this hearing affects millions of dollars of potential business for Boston. It is charged Boston is discriminated against by New York railroad interests in that port.

TRANSCRIPT 11/26/30

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In the opinion of Samuel Silverman, Boston corporation counsel, who is personally conducting the case, this hearing affects millions of dollars of potential business for Boston. "The very future of the port itself is wrapped up in this case," said Mr. Silverman today.

Boston charges through its port authority, its law department and through the Commonwealth of Massachusetts acting in conjunction, that Boston is being discriminated against by New York railroad interests in that port. The city obtained the services of Johnston B. Campbell of Washington, former chairman of the Interstate Commerce Commission and distinguished attorney. Mr. Campbell is being assisted by George B. Parker, who during the war was assistant to the director general of railroads.

Curley Urged for Cabinet by Conry

Speaking before the Women's Catholic Club of Natick last night, Traffic Commissioner Joseph A. Conry urged the appointment of Mayor Curley by President Hoover to the Cabinet post of Secretary of Labor when Senator-elect Davis of Pennsylvania quits the post.

Mr. Conry said Mayor Curley had contributed two sensible offers of relief to the country since the business depression started, the suggestion that our grain surplus be shipped to starving China, and that the Federal Government expend \$1,000,000,000 for the creation of an inland empire in the Mississippi Valley.

Curley at Havana, Visits Guggenheim

Havana, Nov. 26 (A.P.)—Mayor James M. Curley, of Boston, Mass., who arrived here last night, was a luncheon guest today of Harry F. Guggenheim, United States ambassador. An audience with President Machado was arranged for later in the day.

GLOBE 11/26/30

DOESN'T ANTICIPATE ANY CRIMINAL ACTION

Lydon Expects Veterans to Repay City—Soldiers' Relief Head Gives Out Statement



CAPT. JOHN J. LYDON
Soldiers' Relief Commissioner

No criminal prosecution is either desired or anticipated, by Capt. John J. Lydon, Soldiers' Relief Commissioner, in connection with the investigation of alleged frauds which is being made by his department.

In a statement made public last night by Capt. Lydon, following word from City Hall that a drive was under way to recover \$75,000 alleged to have been fraudulently obtained by approximately 1500 veterans, it was pointed out that his department was not anxious to institute any criminal prosecution.

"I am of the opinion," he said, "that in practically every case of a refund which has been pending in this department, and for which I am at present compelled to make a demand upon the debtor in order to protect the rights of the city, the city will be reimbursed without making it necessary for criminal prosecution, which we do not desire or anticipate."

It was said by Capt. Lydon and others at City Hall that most of the cases were "inherited from previous administrations."

Capt. Lydon's Statement

Capt. Lydon's statement follows: "With reference to the story in the newspapers of today regarding the arrest of William J. Bartholomew for fraudulently obtaining money from the Soldiers' Relief Department, I desire to state that this case was discovered during the regular routine work of the department by the visitor in charge of the district.

"It is the first case during my administration of the office of Soldiers' Relief Commissioner in which positive evidence of intent to defraud has been found by the concealing of funds which the applicant had available for his own support and which did not require the applicant to seek relief which this department extends to every honorably discharged soldier, sailor or marine who is in needy circumstances.

"When confronted with the facts which were at hand and records of a savings bank, the applicant insisted that he had not taken money illegally and he still insists that he has no bank account. He was given every opportunity to disclose the funds, the acknowledgment of which would have afforded him an opportunity to make restitution.

"The records in the case were placed before Corporation Counsel Samuel Silverman and Asst. Corporation Counsel Hale Power, who represents the Soldiers' Relief Department, and, as a result of a conference, it was determined that to protect the interests of the taxpayers of Boston and the rights

of worthy veterans, it was necessary to stop the further payment of money which was to be made on Monday to Bartholomew and to safeguard against further larceny.

"This case was discovered while the refund cases of several years' standing were pending for settlement. It is the only case that I personally have had any direct knowledge of attempt to defraud, and I felt it was my duty to protect the taxpayers in this case or in any other case which might follow during my term as Soldiers' Relief Commissioner.

Cites Liberal Policy

"My policy has been to be liberal at all times with worthy and needy veterans and their families, as it is the policy of Mayor Curley to take care of veterans of all wars. But it is essential that these veterans be honorable and fair with the city, which is able and fair with the city, which is giving them assistance, and they must not make false statements, conceal assets of any kind or attempt to work and draw relief at the same time. The expense of this relief, it must be borne in mind, is paid for by all of the other citizens of the city whether veterans or not.

"Unfortunately, some people are prone to discredit veterans as a whole because of the mistakes of a few, but I can say with pride, both as a veteran of the World War, the Mexican border and with seven years' service in the Army as well as with my experience as Soldiers' Relief Commissioner for the City of Boston, that with few exceptions veterans and their families who have applied to my department since February of this year have been of a fine type and it is a shame that a few unprincipled persons do things which cast reflection upon their comrades in arms."

More Cash and Promises

The drive yesterday netted \$8 in cash and promises to pay amounting to \$349; which, added to approximately \$323 obtained in 10 days prior to yesterday, makes a total of about \$331 in cash and \$349 in promises to make good in instalments.

Of 10 men who checked in yesterday, one man paid \$5 on account, another paid \$2 and a third \$1. Of agreements to pay, four men promised to repay \$200 in all; one Water Department employee agreed to repay \$5 and two others agreed to repay the balance for the day of \$94.

Asst. Corporation Counsel Power, who is prosecuting the investigation, said that the Soldiers' Relief Commission inherited from previous administrations data indicating the men who had illegally obtained relief; the

names of many who it declared should be compelled to refund the money, and also agreements made between many men who had obtained the aid and the city whereby the recipients agreed to make restitution.

It appeared that many of those who agreed to make refunds did not do so, or only in part.

When Mr. Power was asked yesterday why it was that W. J. Bartholomew, who was arrested on Monday on six counts of larceny, amounting to \$210, and who will appear in the Municipal Court for a hearing on Dec. 2, was not given an opportunity to make restitution, as had many others, it was stated that the case of the Scott Boston man was the only one in which it was discovered that the party had any money in the bank.

It was said that, if any others with bank accounts are discovered they will be prosecuted. Also all agreements made under the previous administration for the paying back will, according to Mr. Power, be pressed for payment.

Yesterday it was said in City Hall that the eruption in the Soldiers' Relief Commission, which occurred since the departure of Mayor Curley, took place without the knowledge of the Mayor.

Commissioner Lydon included policemen and firemen in his list of those who illegally obtained aid; and it is assumed he expected them to make restitution; but it is said there were no policemen or firemen paying cash or making promises yesterday.

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The commission will formally take the land for which the city will pay \$125,000. The price is two cents per foot. The tract consists of 138 acres, bounded by the Stony Brook reservation, Poplar street, West Roxbury, West street, Hyde Park, and Myopia road, Hyde Park. The greater part of the land is in Hyde Park.

Mayor Curley intends to have the park department place 200 men at work clearing the trees and brush. The wood will be given to the poor of the city.

At the hearing yesterday, S. S. Sheppard, secretary of the Good Government Association, appeared as an individual, interested in the plans of the proposed course. Mr. and Mrs. John Kiggen of Hyde Park also attended. Mr. Kiggen praised the project.

Twelve others who had received relief aid on fake claims called on Commissioner John J. Lydon to confess their guilt and plead for a chance to repay the money and avoid prosecution. Three men called on Hale Power, assistant corporation counsel, with a similar plea.

Yesterday four persons agreed with the investigators to make partial repayments totalling \$200, while another deposited \$2 as first payment of the money illegally received.

Policemen and firemen, as well as city employes, are facing arrest in the law department's drive. The fraud may reach a much higher total than at first believed and the investigation has been widened by Commissioner Lydon, who disclosed that the probe has been under way for months.

The first arrest was that of William J. Bartholomew of W. Sixth st., South Boston, and was ordered, according to Commissioner Lydon, when it was discovered that the man had a personal bank account.

In the case of Bartholomew, he is being held under \$5000 bonds for court hearing next Tuesday.

AMERICAN 11/26/30

MAYOR TO LEAD PORT FIGHT

Mayor Curley will be one of the first witnesses for the Port of Boston when the rail differential case opens next Monday before the Interstate Commerce Commission, it was announced today.

The hearings, scheduled to last all next week, will be held in the Chamber of Commerce library before three commission examiners. Usually only one examiner is assigned to preliminary hearings, but this case is so important that three were ordered here.

In the opinion of Samuel Silverman, Boston corporation counsel, who will conduct the case, this hearing affects millions of dollars of potential business for Boston. It is charged Boston is discriminated against by New York railroad interests in that port.

TRANSCRIPT 11/26/30

Curley to Appear in Boston Port Case

Mayor Curley will be one of the first witnesses on behalf of the Port of Boston when the rail differential case opens next Monday before the Interstate Commerce Commission.

The hearings, scheduled to last all next week, will be held in the Chamber of Commerce library before three commission examiners. Usually only one examiner is assigned to preliminary hearings, but this case is so important that more were ordered here.

In the opinion of Samuel Silverman, Boston corporation counsel, who is personally conducting the case, this hearing affects millions of dollars of potential business for Boston. "The very future of the port itself is wrapped up in this case," said Mr. Silverman today.

Boston charges through its port authority, its law department and through the Commonwealth of Massachusetts acting in conjunction, that Boston is being discriminated against by New York railroad interests in that port. The city obtained the services of Johnston B. Campbell of Washington, former chairman of the Interstate Commerce Commission and distinguished attorney. Mr. Campbell is being assisted by George B. Parker, who during the war was assistant to the director general of railroads.

Curley Urged for Cabinet by Conry

Speaking before the Women's Catholic Club of Natick last night, Traffic Commissioner Joseph A. Conry urged the appointment of Mayor Curley by President Hoover to the Cabinet post of Secretary of Labor when Senator-elect Davis of Pennsylvania quits the post.

Mr. Conry said Mayor Curley had contributed two sensible offers of relief to the country since the business depression started, the suggestion that our grain surplus be shipped to starving China, and that the Federal Government expend \$1,000,000,000 for the creation of an inland empire in the Mississippi Valley.

Curley at Havana, Visits Guggenheim

Havana, Nov. 26 (A.P.)—Mayor James M. Curley, of Boston, Mass., who arrived here last night, was a luncheon guest today of Harry F. Guggenheim, United States ambassador. An audience with President Machado was arranged for later in the day.

DOESN'T ANTICIPATE ANY CRIMINAL ACTION

Lydon Expects Veterans to Repay City—Soldiers' Relief Head Gives Out Statement



CAPT JOHN J. LYDON
Soldiers' Relief Commissioner

No criminal prosecution is either desired or anticipated, by Capt John J. Lydon, Soldiers' Relief Commissioner, in connection with the investigation of alleged frauds which is being made by his department.

In a statement made public last night by Capt Lydon, following word from City Hall that a drive was under way to recover \$75,000 alleged to have been fraudulently obtained by approximately 1500 veterans, it was pointed out that his department was not anxious to institute any criminal prosecution.

"I am of the opinion," he said, "that in practically every case of a refund which has been pending in this department, and for which I am at present compelled to make a demand upon the debtor in order to protect the rights of the city, the city will be reimbursed without making it necessary for criminal prosecution, which we do not desire or anticipate."

It was said by Capt Lydon and others at City Hall that most of the cases were "inherited from previous administrations."

Capt Lydon's Statement

Capt Lydon's statement follows:

"With reference to the story in the newspapers of today regarding the arrest of William J. Bartholomew for fraudulently obtaining money from the Soldiers' Relief Department, I desire to state that this case was discovered during the regular routine work of the department by the visitor in charge of the district.

"It is the first case during my administration of the office of Soldiers' Relief Commissioner in which positive evidence of intent to defraud has been found by the concealing of funds which the applicant had available for his own support and which did not require the applicant to seek relief which this department extends to every honorably discharged soldier, sailor or marine who is in needy circumstances.

"When confronted with the facts which were at hand and records of a savings bank, the applicant insisted that he had not taken money illegally and he still insists that he has no bank account. He was given every opportunity to disclose the funds, the acknowledgment of which would have afforded him an opportunity to make restitution.

"The records in the case were placed before Corporation Counsel Samuel Silverman and Asst Corporation Counsel Hale Power, who represents the Soldiers' Relief Department, and, as a result of a conference, it was determined that to protect the interests of the taxpayers of Boston and the rights

of worthy veterans, it was necessary to stop the further payment of money which was to be made on Monday to Bartholomew and to safeguard against further larceny.

"This case was discovered while the refund cases of several years' standing were pending for settlement. It is the only case that I personally have had any direct knowledge of attempt to defraud, and I felt it was my duty to protect the taxpayers in this case or in any other case which might follow during my term as Soldiers' Relief Commissioner.

Cites Liberal Policy

"My policy has been to be liberal at all times with worthy and needy veterans and their families, as it is the policy of Mayor Curley to take care of veterans of all wars. But it is essential that these veterans be honorable and fair with the city, which is giving them assistance, and they must not make false statements, conceal assets of any kind or attempt to work and draw relief at the same time. The expense of this relief, it must be borne in mind, is paid for by all of the other citizens of the city whether veterans or not.

"Unfortunately, some people are prone to discredit veterans as a whole because of the mistakes of a few, but I can say with pride, both as a veteran of the World War, the Mexican border and with seven years' service in the Army as well as with my experience as Soldiers' Relief Commissioner for the City of Boston, that with few exceptions veterans and their families who have applied to my department since February of this year have been of a fine type and it is a shame that a few unprincipled persons do things which cast reflection upon their comrades in arms."

More Cash and Promises

The drive yesterday netted \$8 in cash and promises to pay amounting to \$349; which, added to approximately \$323 obtained in 10 days prior to yesterday, makes a total of about \$331 in cash and \$349 in promises to make good in instalments.

Of 10 men who checked in yesterday, one man paid \$5 on account, another paid \$2 and a third \$1. Of agreements to pay, four men promised to repay \$200 in all; one Water Department employee agreed to repay \$5 and two others agreed to repay the balance for the day of \$94.

Asst Corporation Counsel Power, who is prosecuting the investigation, said that the Soldiers' Relief Commission inherited from previous administrations data indicating the men who had illegally obtained relief; the

names of many who it declared should be compelled to refund the money, and also agreements made between many men who had obtained the aid and the city whereby the recipients agreed to make restitution.

It appeared that many of those who agreed to make refunds did not do so, or only in part.

When Mr Power was asked yesterday why it was that W. J. Bartholomew, who was arrested on Monday on six counts of larceny, amounting to \$210, and who will appear in the Municipal Court for a hearing on Dec 2, was not given an opportunity to make restitution, as had many others, it was stated that the case of the Scott Boston man was the only one in which it was discovered that the party had any money in the bank.

It was said that, if any others with bank accounts are discovered they will be prosecuted. Also all agreements made under the previous administration for the paying back will according to Mr Power, be pressed for payment.

Yesterday it was said in City Hall that the eruption in the Soldiers' Relief Commission, which occurred since the departure of Mayor Curley, took place without the knowledge of the Mayor.

Commissioner Lydon included policemen and firemen in his list of those who illegally obtained aid; and it is assumed he expected them to make restitution; but it is said there were no policemen or firemen paying cash or making promises yesterday.

Soldiers' Relief Commissioner.
Asst. Corporation Counsel Power said that Commissioner Lydon inherited from his predecessor, John W. Reth, who is now state fire marshal, official records which revealed that certain veterans who had wrongfully obtained relief money had agreed to make refunds, and that other veterans were listed as men who should be compelled to make restitution.

Neither Reth nor Lydon could be reached last night to comment on Power's statement, which casts a new aspect on the investigation which had previously been considered as launched spontaneously by the present commissioner.

Post 4/26/30

NO MORE AID CASE ARRESTS

Fifteen Hundred Sus- pects Still Being Investigated

No more arrests are in prospect, in connection with larcenies totalling \$75,000 in aid alleged to have been fraudulently procured from the city Soldiers' Relief Department, Commissioner John J. Lydon declared last night. The 1500 cases of those suspected of these larcenies are still in the investigation stage, without definite knowledge of how many of them are city employees, including policemen and firemen, he said.

NOT NEW CASES

The bulk of the cases under scrutiny were found in previous administrations, and were listed to make restitution of the money fraudulently obtained, when he took office, he added. They are not new cases.

The one arrest so far, that of William J. Bartholomew of 170 West 6th street, South Boston, made Monday, was the first case discovered by him, in his administration, and the man was so persistent in his refusal to acknowledge a bank deposit of \$1927, and a trust fund in his mother's name of \$2295, when efforts were made to give him an opportunity to make restitution, that there was nothing left but to have him taken into custody formally charged with larceny, he said.

Of the \$349 promised in refunds by the seven men who appeared in the commissioner's office yesterday, \$55 was promised by one man, now known to be an employee in the city water department.

GLOBE 11/26/30

CONRY SUGGESTS HOOVER NAME CURLEY TO CABINET LABOR POST

Says President Should Give Up Attempts to Play Politics and Give Nonpartisan Administration—Praises Mayor as Admirably Qualified to Succeed J. J. Davis

Special Dispatch to the Globe

NATICK, Nov 25—President Hoover could perform a master stroke of statesmanship by giving Mayor James M. Curley the portfolio of Secretary of Labor in his Cabinet, when Senator-elect J. J. Davis of Pennsylvania quits the post, Chairman Joseph A. Conry of the Boston Traffic Commission told a meeting of the Women's Catholic Club here tonight.

"Instead of appointing another Republican politician, let the President pick a man familiar with labor and unemployment as Secretary of Labor—James Michael Curley," said Mr Conry.

Praises "Sensible" Offers

"Mr Curley has contributed the two sensible offers of relief to the country since this dreary depression set in; namely, his suggestion that our grain surplus be shipped to starving China, and that the Federal Government expend \$1,000,000,000 of the people's money for the upbuilding of an inland empire in the Mississippi Valley.

"Mr Curley's appointment as Secre-

tary of Labor would restore confidence throughout the country at once, business seeing that the President was in earnest to relieve conditions by immediate wholesome action. If the President persists in playing politics, he cannot complain if his opponents do likewise.

Should Be Non-Partisan

"Practical politics are alien to the President. He should abandon all notions of playing that game. He should inaugurate a new and more business-like system. He should offer the country a non-partisan administration, not a coalition administration which would merely mean dividing up the spoils and favors between the two parties, both avoiding all responsibilities, but an honest non-partisan administration.

"Appointment of Mr Curley as Secretary of Labor could well be his first step in this respect. Mr Hoover must be a genuine non-partisan to avoid further disaster to his party and to his country."

Mr Conry was often interrupted by the plaudits of his hearers. Mrs Helen I. McManus presided.

HERALD 11/26/30

COMMISSIONERS STUDYING NEW CITY GOLF COURSE

The Boston Street Commissioners have taken under advisement the proposal of the Park Commission to take the Grew estate in West Roxbury and Hyde Park for a municipal golf course. A public hearing was held yesterday, but little interest was shown.

The property consists of 138 acres, between Stony Brook Reservation, Poplar st, West Roxbury, and West st and Myopia road, Hyde Park, most of it being in Hyde Park. The purchase price is \$1,000,000, said to be about two cents a foot. Experts declared it was the only available property for this purpose in the city limits.

If approved quickly, 200 men will be placed a work this Winter clearing the land. Workers will be permitted to take home the wood they cut.

URGES CABINET POST FOR MAYOR OF BOSTON

Conry Says Hoover Should Name Curley Secretary of Labor

Traffic Commissioner Joseph A. Conry, speaking last night before the Women's Catholic Club of Natick, urged the appointment of Mayor Curley by President Hoover to the cabinet post of secretary of labor. He made this suggestion on the grounds of Mayor Curley's suggestions for relieving unemployment, and that it would be a step forward toward giving the country a non-partisan administration.

Commr. Conry recalled the appeal of Gov. Smith two years ago to his followers to support the President.

26 HERALD 11/26/30

CURLEY TO BACK LARCENY CHARGE AGAINST VETERAN

DECLARES LYDON HAD RIGHT TO ORDER ARREST

Justified in Probing 1500
Other Cases, Mayor Tele-
phones from Havana

ACTION DEFENDED BY COMMISSIONER

Sees 'Positive Evidence' of
Bartholomew's Intent
To Defraud

Mayor Curley, in a telephone conversation with the Boston Herald from the Sevilla-Biltmore Hotel at Havana last night, made it clear that as far as he is concerned, all option for the administration of the Soldiers' Relief Commission rests with Commissioner John J. Lydon and that he intends to back Lydon.

The commissioner is entirely within his rights in ordering the arrest of William J. Bartholomew for larceny in connection with Bartholomew's alleged attempts to obtain aid from the city although he had a bank account of more than \$1000, Mayor Curley said, and is also justified in investigating the cases of 1500 veterans whose claims are under suspicion.

Mayor Curley said that he will make a careful study of the situation and will be ready to meet it when he returns to Boston early next week.

"LAW QUITE CLEAR"

"The law is the law, and the law is quite clear with regard to Commissioner Lydon's work," the mayor said, when he had been made acquainted with the present state of affairs in Boston.

"Commissioner Lydon has no option in the matter," he repeated, "the law

states definitely what he must do and that, apparently, is what he is doing. He must settle the whole matter himself, and I have no doubt that he will season judgment with mercy, in the words of Portia."

"He was born in Boston, is a veteran himself, and I have no doubt that he is in sympathy with the men whose claims his commission is investigating."

Asked whether it was possible that he would ask the finance commission to investigate the administration of the soldiers' relief commission, he said that the officers of the commission must settle that matter for themselves.

Commissioner Lydon yesterday issued a long statement in which he said that the case of Bartholomew who lives at 170 West Sixth street, South Boston, and whose arrest Monday on a charge of larceny in connection with Bartholomew's drawing of money from the city revealed the commission's investigation, was unique.

At the same time, he said that in the cases of 1500 veterans whose claims to relief have been questioned, he hoped that in each case the city will be reimbursed without making criminal prosecution necessary.

He answered the criticism aimed at him yesterday on the grounds that Bartholomew's arrest was discriminatory by explaining that the case was an unusually flagrant one which demanded drastic action. His statement was as follows:

With reference to the story in the newspapers of today regarding the arrest of William J. Bartholomew for fraudulently obtaining money from the soldiers' relief department, I desire to state that this case was discovered during the regular routine work of the department.

It is the first case during my administration of the office of soldiers' relief commissioner in which positive evidence of intent to defraud has been found by the concealing of funds which the applicant had available for his own support and which did not require the applicant to seek relief which this department extends to every honorably discharged soldier, sailor or marine who is in needy circumstances.

When confronted with the facts which were at hand and records of a savings bank, the applicant insisted that he had not taken money illegally and he still insists that he has no bank account. He was given every opportunity to disclose the funds, the acknowledgement of which would have afforded him an opportunity to make restitution.

TO PROTECT TAXPAYERS

The records in the case were placed before Corporation Counsel Samuel Silverman and Assistant Corporation Counsel Hale Power, who represents the soldiers' relief department, and as a result of a conference it was determined that to protect the interests of the taxpayers of Boston and the rights of worthy veterans, it was necessary to stop the further payment of money which was to be made on Monday to Bartholomew and to safeguard against further larceny.

This case was discovered while the refund cases of several years' standing were pending for settlement. It is the only case in which I personally have had any direct knowledge of attempt to defraud and I felt it was my duty to protect the taxpayers in this case or in any other case which might follow during my term as soldiers' relief commissioner.

My policy has been to be liberal at all times with worthy and needy veterans and their families as it is the policy of Mayor Curley to take care of veterans of all wars. But it is essential that these veterans be honorable and fair with the city, which is giving them assistance and they must not make false statements, conceal assets of any kind or attempt to work and draw relief at the same time. The expense of this relief it must be borne in mind is paid for by all of the other citizens of the city whether veterans or not.

PRAISE FOR VETERANS

Unfortunately, some people are prone to discredit veterans as a whole because of the mistakes of a few but I can say with pride, both as a veteran of the world war, the Mexican border and with seven years' service in the army, as well as with my experience as soldiers' relief commissioner for the city of Boston, that with few exceptions veterans and their families who have applied to my department since February of this year have been of a fine type and it is a shame that a few unprincipled persons do things which cast reflection upon their comrades in arms.

This department is not anxious for criminal prosecution and I am of the opinion that in practically every case of a refund which has been pending in this department, and for which I am at present compelled to make a demand upon the debtor in order to protect the rights of the city, the city will be reimbursed without making it necessary for criminal prosecution which we do not desire or anticipate.

(Signed) JOHN J. LYDON

Globe 11/27/30

VETERANS REPAY \$233 MORE TO CITY

One Man Returns \$190 Obtained From Soldiers' Relief Fund

The city treasury today was reimbursed to the amount of \$233 as a result of the drive against veterans who are alleged to have illegally obtained cash from the Soldiers' Relief Department. Of that amount one man paid \$190, a woman paid \$33 for her husband and three others paid \$2, \$5 and \$3 respectively. Four others appeared and admitted receiving payments and agreed to return the sum of \$697.

A form letter was sent out by the department on Nov. 1, the names be-

ing supplied by the previous administration and in response to the letters veterans are appearing.

Asst Corp Counsel Hale Power, who is in charge of the matter, today found 30 letters in his mail from men who promised to make reimbursement to the city.

James Barry of the Disabled Veterans' Exchange, it was said today, phoned Commissioner John J. Lydon and said that his organization was back of the commissioner to a man.

TRANSCRIPT 11/27/30

City Will Lose Little in Cases of Relief Fraud

Commissioner Lydon Expects Veterans to Repay With- out Court Action

That the city will lose little if anything from the cases of alleged irregularity in the Soldiers' Relief Department, as disclosed by Commissioner John J. Lydon, is the belief of the commissioner. Mr. Lydon admits that \$75,000 is alleged to have been fraudulently obtained by approximately 1500 veterans and says that every opportunity will be given them to reimburse the city without recourse to the courts. In this campaign, Mr. Lydon will have the support of Mayor Curley who knew of the contemplated action of the department weeks before he departed for a cruise to the West Indies.

"With reference to the story in the newspapers regarding the arrest of William J. Bartholomew on the charge of fraudulently obtaining money from the Soldiers' Relief Department, I desire to state that this case was discovered during the regular routine work of the department by the visitor in charge of these veterans' service in the Army as well district," Commissioner Lydon said.

"It is the first case during my administration of the office of Soldiers' Relief Commissioner in which positive evidence has been found of the concealing of funds which the applicant had available for his own support and which did not require the applicant to seek relief from this department extends to every honor-

ably discharged soldier, sailor or marine who is in needy circumstances.

The records in the case were placed before Corporation Counsel Samuel Silberman and Assistant Corporation Counsel Hale Power, who represents the Soldiers' Relief Department, and, as a result of a conference, it was determined that to protect the interests of the payers of Boston and the rights of worthy veterans, it was necessary to stop the further payment of money which was to be made on Monday to Bartholomew and to safeguard against further larceny.

"This case was discovered while the pending cases of several years' standing were pending for settlement. It is the only case that I personally have had any direct knowledge of attempt to defraud, and I felt it was my duty to protect the taxpayers in this case or in any other case which might follow during my term as Soldiers' Relief Commissioner.

"My policy has been to be liberal at all times with worthy and needy veterans and their families, as it is the policy of all wars. But it is essential that these veterans be honorable and fair with the city, which is giving them assistance, and they must not make false statements, conceal assets of any kind or attempt to work and draw relief at the same time. The expense of this relief, it must be borne in mind, is paid for by all of the other citizens of the city whether veterans or not.

"Unfortunately, some people are prone to the mistakes of a few, but I can say with pride, both as a veteran of the World War, the Mexican border and with these years' service in the Army as well as with my experience as Soldiers' Relief Commissioner of the City of Boston, that with few exceptions veterans and their families who have applied to my department since February of this year have been of a fine type and it is a shame that a few unprincipled persons do things which cast reflection upon their comrades in arms."

AMERICAN 11/27/30

MAYOR BACKS CAMPAIGN TO REGAIN FUNDS

\$233 Obtained by Fraud From Soldiers' Relief Depart- ment Repaid Today

Thirty - nine more veterans made admissions of fraud today and agreed to repay to the soldiers' relief department of the city various sums obtained on the basis of false claims.

The drive of Soldiers' Relief Commr. John J. Lydon to arrest 1500 veterans or collect from them a total of \$75,000 found to have been procured by fraudulent claims, proceeded with the full authority of Mayor Curley, cabled from Havana.

PROBE STILL UNDERWAY

Again today it was declared by Commissioner Lydon that it has not been definitely determined whether police and firemen were guilty of fraud but cases involving 100 city employees are still under inquiry, he said.

Four veterans and the wife of another veteran appeared before Lydon today and paid back a total of \$233 obtained by false representations of poverty.

Four others who admitted liabilities totalling \$697 signed agreements to repay that amount in installments weekly.

VETERANS AID INQUIRY

Hale Power, assistant corporation counsel, the liaso with the city law department, received letters from 30 veterans who promised to reimburse the city for amounts fraudulently received.

James Barry of the Disabled Veterans Exchange and Commander of Bunker Hill Post, American Legion, promised Commr. Lydon his full co-operation in the drive to recover funds.

TRAVELER 11/27/30

Bermuda Greets Boston



(Photo by A. P., Boston Traveler)

"Official greetings to you, Mr. Mayor." U. S. Consul Graham H. Kembe welcoming Mayor Curley on his arrival at Bermuda. Must we tell you "which is which?" The mayor was a luncheon guest of Ambassador Guggenheim in Havana today and was later to be received by President Machado of Cuba, according to an Associated Press dispatch.

HUB RAIL RATE TALK MONDAY

City to Show I. C. C. How Port Suffers Under the Present System

Mayor Curley will be one of the first witnesses on behalf of the port of Boston when the rail differential case opens Monday before the interstate commerce commission.

The hearings, scheduled to last all next week, will be held at the Chamber of Commerce library before three commission examiners. Usually only one examiner is assigned to preliminary hearings, but this case is so important that more were ordered here.

In the opinion of Samuel Silverman, Boston corporation counsel, who is personally conducting the case, this hearing affects millions of dollars of potential business for Boston.

"The very future of the port itself is wrapped up in this case," said Mr. Silverman today.

Boston charges through its port authority, its corporation department and through the commonwealth of Massachusetts acting in conjunction, that Boston is being discriminated against by New York railroad interests in that port.

The preparation for the case is in full swing. The city obtained the services of Johnston B. Campbell of Washington, former chairman of the interstate commerce commission and distinguished attorney.

Campbell is being assisted by George B. Parker, who during the war was assistant to the director-general of railroads and is one of the outstanding railroad authorities in the country.

More than 100 special exhibits are being prepared, showing how Boston and New England are suffering from this alleged discrimination. Daily conferences are being held by Silverman, Campbell, Parker and Richard Parkhurst, secretary of the port authority.

AMERICAN 11/27/30

Curley to Be Machado's Guest

Havana, Nov. 26 (AP)—Mayor James M. Curley of Boston, Mass., who arrived here last night, was a luncheon guest today of Harry F. Guggenheim, United States ambassador. An audience with President Machado was arranged for later in the day.

TRAVELER 11/27/30

Lydon's Letter Starts Return Flow of Cash

Ex-Service Men Answering Relief Commissioner's Demand by Paying Back to City Money Illegally Obtained

In response to a demand made in a form letter sent early in the month by Soldiers' Relief Commissioner John J. Lydon to an undisclosed number of veterans, who obtained money illegally from the city in past years, restitution has already been made by several, and promises to return the money have been made by nearly 100 ex-service men.

Today five veterans returned \$233 to Commissioner Lydon, four others agreed to repay \$697, and letters received by Assistant Corporation Counsel Hale Power from 30 more were turned over to Lydon. All contained promises to refund the money.

ACTING ON RETH'S LIST

For the first time, today, it became known that Lydon and Power have been demanding repayment of money from veterans who were listed upon the records of the soldiers' relief department as beneficiaries who illegally collected relief from the city.

These records were inherited by Lydon from his predecessor, John W. Reth, now state fire marshal, and he has used them as the basis for the action which he has taken in conjunction with Power.

Lydon does not claim to have discovered any cases of illegal collections by veterans and he is merely attempting to collect money which the records received by him from Reth show was obtained by veterans by false declarations and misrepresentations in their applications for relief.

How far back the cases run have not been revealed but since the furor over the arrest of William J. Bartholomew of South Boston, charged with illegally collecting \$90 in 1926 and \$120 this year, it has developed that the official records covering a period of years have provided practically all of the information upon which Lydon and Power have acted.

DATES BACK TO 1928

As far as can be learned, there has been no independent investigation made by Lydon which has disclosed any cases which were not listed upon the records of his department.

The first intimation that the records formed the basis of the action which has been taken was given yesterday by Assistant Corporation Counsel Power when he declared that there has been no evidence uncovered of any recent flagrant cases, but that notations in the records which Lydon inherited indicated that agreements to make refunds had been made by many veterans and that others were listed as recipients of relief who should be compelled to return the money illegally collected.

The records disclose an old story which was first revealed in a report of the finance commission in 1928.

GLOBE 11/27/30

MAYOR CURLEY GUEST OF U. S. AMBASSADOR

To Meet President Machado of Cuba Later Today

HAVANA, Nov 26 (A. P.)—Mayor James M. Curley of Boston, who arrived here last night, was a luncheon guest today of Harry F. Guggenheim, United States Ambassador. An audience with President Machado was arranged for later in the day.

GLOBE 11/28/30

CURLEY SEES NO SIGN OF HAVANA OUTBREAK

Mayor Phones Globe From Cuba's Capital

People Seem Satisfied, He Says— "Unrest" Due to Students

* In a telephone conversation with the Globe from Havana last night, Mayor James M. Curley came to the defense of the harassed Machado regime in Cuba, and declared that, in his opinion, the unrest in the little republic has been stirred up "by a small group of university people, who do a lot of talking, but mean nothing in the civic or economic life of Cuba."

The Mayor, who called during the day upon both President Machado and Harry F. Guggenheim, United States Ambassador, declared, after 48 hours of observation in all parts of

city, that he had not seen "the slightest symptom of any coming outbreak."

Giving Cubans Work

"We have been all over Havana," the Mayor said, "and have seen no sign of unrest or of anything but a peaceful and satisfied people."

"As a matter of fact, I am impressed with the way in which this tiny republic has met its emergencies, especially by providing work for the unemployed in the present crisis more effectively than some of its larger neighbors have done."

"I don't believe there is going to be any trouble; I think too much publicity is given these threats of violent outbreaks. We are planning to sail tomorrow on the Franconia for New York. If there is any violence, of course, I shall surely stay and see what happens. But, frankly, I see no evidence of it."

Differs From Walsh's View

Mayor Curley's report on conditions in Cuba are at variance with the views of his fellow Democrat, Senator David I. Walsh, who said after visiting Cuba a few weeks ago that it made him "heart sick to know that a Government so corrupt as the present Cuban Administration" could exist so close to the United States.

Senator Walsh in public speeches has asserted that the Cuban masses are seething with discontent. He pictured the people as poverty-stricken, exploited by corrupt officials and denied an opportunity to select a representative Government by a tyrannical dictatorship. The Senator prophesied that a revolution is imminent.

"Like Harvard Radicals"

The Boston Mayor remarked over the long distance telephone, however, that such incendiary talk as he had heard in Cuba reminded him only of "the gurgling you hear from the Harvard radicals every now and then."

"It doesn't mean a thing," the Mayor asserted.

Senator Walsh, whose warnings of impending trouble in Cuba, after being made to the State Department, have been repeated in several public speeches in Massachusetts, was en route to his home at Clinton last night from Battle Creek, Mich, where he has been resting.

A letter to the Globe yesterday from a Boston man in Cuba expressed the fear that a violent uprising might occur Thanksgiving Day in Havana, this being the anniversary of a student massacre nearly 60 years ago.

Censorship Lifted

A news censorship, which has extended to the cable and the telephone, was lifted yesterday in Cuba, but at the same time news was received that a sympathetic Congress had empowered President Machado to extend the suspension of Constitutional guarantees throughout the island. Hitherto this has embraced only Havana and environs. Havana has for several weeks been under martial law.

Mayor Curley's reference to "university people" in Cuba was to the students at Havana, who have been conspicuous leaders of the Nationalist party's agitation against the Machado administration.

GLOBE 11/28/30

BOSTON PORT FIGHT WILL OPEN MONDAY

I. C. C. Representatives to Conduct Hearing Here

Effort to End Discrimination by Railroads in Favor of New York

The Commonwealth of Massachusetts and the City of Boston and the Boston Port Authority will begin the fight Monday in the library of the Chamber of Commerce against railroads with terminals in New York, before representatives of the Interstate Commerce Commission, in the rail differential case.

The success of the contest would mean greater prosperity for all New England and tremendously increased activities for the Port of Boston, the establishment of new shipping lines, with increased sailings from this port and steady employment for a great many who are now unemployed.

Examiners Steer and Paulson and rate expert Elmore have been assigned by the I. C. C. to hear the case in Boston and the defending railroads will be represented by outstanding attorneys while local interests will be represented by Samuel Silverman, Corporation Counsel for Boston, and attorney Johnston B. Campbell of Washington.

Attorney Campbell was for nine years a member of the I. C. C., and its chairman in 1928. He is one of the best informed men in the country on problems of the character to be analyzed. He fought the famous Transcontinental case from 1906 to 1918 and finally won it.

Important to New England

This port of Boston case is important to every resident of New England. Boston once was the most important shipping port on the Atlantic Coast and, if this contest is won, it may well expect to be again one of the leading ports.

As a consequence of the alleged rate discrimination against the port of Boston, only about 13 percent of the export shipping from New England goes through the port of Boston. Because of this rate discrimination New York gets about six times as much of all the export tonnage, and also about 60 percent of the export tonnage which should, under fair conditions, go through the port of Boston.

The situation in which the port of Boston finds itself is due, it is alleged to the fact that the defendant railroads, at the port of New York, perform an additional service which is absorbed by the rate, and becomes a free service, resulting in discrimination against Boston.

Tonnage coming into and going out of New York is given an accessorial service free on charge. It is a free lighterage, car floatage, and trucking service, which the defendant railroads refuse to perform at the port of Boston.

Tonnage coming to the docks on the New Jersey side is lightered across to New York free of charge, and the same situation is in effect with tonnage go-

ing from New York to ships on the Jersey shore.

The contention by the complainants at the hearing will be that if the I. C. C. will require the railroads to make a charge for this accessorial service at New York, to be added to the rail rates in effect it will result in sending the port of Boston its natural allocation of export tonnage not only from all parts of New England but from Buffalo, Pittsburg and the West.

N. E. Railroads in Fine Shape

New England railroads, it is agreed, are in as fine a position to handle the business as any of the railroads of the country. Since the World War, roadbeds have been improved, better operating equipment and tremendously larger and more powerful power units have been acquired, and routes have been speeded up to a considerable degree, making it possible for the New England railroads, and very desirable for them, to seek this new business.

It is not anticipated the defense will contend that the facilities at Boston and the geographical position of this port are not better than those of any other Atlantic port. The railroads at Boston can spot cars of freight on the docks beside the vessel and loading and unloading charges here are no greater than at New York. It is a shorter journey to the open ocean from Boston docks, a shorter journey to European ports, and the channels in and out of the harbor are deep and wide, making it desirable for shipping to come here.

The case has been thoroughly and carefully prepared and includes more than 100 special exhibits illustrating how Boston and New England are suffering from the alleged discrimination. The hearings will probably continue for 10 days, after which there will be hearings in New York.

Mayors of a score of New England cities will testify and it is hoped that Mayor Curley will be the first witness Monday. Experts from local railroads will testify. The New Jersey case will be heard with the Boston case.

Post 11/28/30

GOES OVER FUNDS FOR VET RELIEF

Lydon Obligated to Take \$30,000 From Reserve

To meet the needs of worthy war veterans who find themselves jobless

next month through no fault of their own, Soldiers Relief Commissioner John J. Lydon will be forced to dig down into the reserve fund at the City Hall treasury for \$30,000 more than the \$425,000 budget allowed for this purpose for the year.

MANY MAKE REFUNDS

He explained that the further burden would not be loaded on the shoulders of the taxpayers if restitution is made of the \$75,000 which has been illegally obtained from the city by unworthy veterans during the past several years.

Since Assistant Corporation Counsel Hale Power ordered the arrest on the charge of larceny from the city of a former service man alleged to have obtained cash though not needing it, conscious-stricken recipients of municipal relief have rushed to City Hall to pay back amounts which they have obtained in the past six years, while others have asked for time to make the refunds.

Those who refuse to refund the money which they secured illegally from the city will be blacklisted, and as a result will be barred in their old age when they might need it most, Commissioner Lydon stated, declaring that under the soldiers' relief law there is no statute of limitations.

Under the law, he said, the fund is available for honorably discharged war veterans or their widows and children whose condition of need is not due to their own wilful conduct. A veteran who gives up his job cannot obtain relief from the city, he said, under the law. Similarly, veterans with bank accounts, automobiles or houses in their names are barred from municipal aid, he said.

Get \$5 to \$20 Weekly

Applicants receive from \$5 to \$20 a week from the city depending on their physical condition and the size of their families, Commissioner Lydon stated, adding that at the present time his department is caring for 1000 families here.

A single man who lives at his parents' home is allowed \$5 a week while jobless, but a bachelor veteran forced to hire a room is given \$7. In case of illness he is allowed a few dollars more to meet his needs for medicine and special care.

The great majority of war veterans hesitate to apply to the city for soldiers' relief until they have exhausted every effort to obtain work. Many protest that they do not wish to accept "charity." To them Commissioner Lydon points out that the department does not consider it charity, but rather relief or sort of temporary pension specifically provided by the law for worthy war veterans and their dependents.

Curley Guest of Envoy At Havana Luncheon

HAVANA, Nov. 26 (AP)—Mayor James M. Curley, of Boston, Mass., who arrived here last night, was a luncheon guest today of Harry F. Guggenheim, United States ambassador. An audience with Francisco Machado was arranged for the day.

GLOBE 11/28/30

BIRTHDAY GREETINGS FOR MAYOR CURLEY IN BERMUDA



MAYOR JAMES M. CURLEY (LEFT) RECEIVING CONGRATULATIONS OF UNITED STATES CONSUL GRAHAM H. KEMPER DURING HUB EXECUTIVE'S VISIT THERE.

HERALD 11/28/30

DR. DOWLING BEGINS 3 MONTHS' VACATION

Dr. John J. Dowling, superintendent of City Hospital, yesterday began a three months' vacation, which will take him to the Caribbean and Gulf resorts. According to Joseph P. Manning, chairman of the board of trustees, Dr. Dowling demurred at leaving his duties at this time because of the heavy building program under way at the hospital. The trustees, however, ruled that the superintendent had earned the vacation and he was forth-

with ordered to rest for the next few months. Mr. Manning denied reports that Dr. Dowling had requested a leave of absence because of illness.

During his absence, Dr. James Manning will be acting superintendent.

The new administration building to replace the present one is rapidly nearing completion and will be formally dedicated when Dr. Dowling returns. A new unit of the hospital, the pediatrics building, will shortly be under construction, thus extending the program conceived by Mayor Curley many years ago.

GLOBE 11/28/30

CURLEY SAILS FOR OTHER INDIES PORTS

Mayor Leaves Havana, to Visit Caribbean

HAVANA, Nov. 27 (A. P.)—Mayor James M. Curley of Boston and his daughter, Miss Mary D. Curley, sailed today on the steamer Franconia, continuing their cruise to Caribbean ports before returning to the United States.

Mayor Curley was granted an interview with President Machado while in Cuba. He is accompanied by Edmund L. Dolan, city treasurer of Boston.

Mayor Curley says he feels Cuban unrest is much exaggerated and is mostly caused by a small group of "university people who do a lot of talking but mean nothing in the civic or economic life of Cuba." Perhaps Mr. Curley could be persuaded to guine Senator Walsh around the island.

Post 11/28/31

CURLEYS QUIT CUBA, ON CARIBBEAN CRUISE

HAVANA, Nov. 27 (AP)—Mayor James M. Curley of Boston and his daughter, Miss Mary D. Curley, sailed today on the steamer Franconia, continuing their cruise to Caribbean ports before returning to the United States.

Mayor Curley was granted an interview with President Machado while in Cuba. He is accompanied by Edmund Dolan, city treasurer of Boston.

HERALD 11/28/30

CURLEY, DAUGHTER, SAIL FROM HAVANA

Will Continue Cruise to Caribbean Ports

HAVANA, Nov. 27 (AP)—Mayor James M. Curley of Boston and his daughter, Miss Mary D. Curley, sailed today on the steamer Franconia continuing their cruise to Caribbean ports before returning to the United States.

Mayor Curley was granted an interview with President Machado while in Cuba. He is accompanied by Edward Dolan, city treasurer of Boston.

Volunteers Distribute 4000 Dinners With Assistance of City Officials

Col. Walter Duncan, commanding the Volunteers of America here, says that in 10 years' experience in Boston he has never received so many appeals for help at Thanksgiving time. The volume of applications he says is overwhelming and would require two or three organizations to take care of them. The Volunteers began yesterday morning distributing 4000 Thanksgiving dinners, with Acting Mayor (Councilman) W. G. Lynch and Asst. Atty.-Gen. Louis H. Sawyer handing them out. The organization will continue giving out these baskets until their provisions and funds run out. Their entire headquarters staff was diverted from other work to this yesterday and one of the officers was kept busy at the telephone arranging for the delivery of more meat, vegetables and other supplies in the hope that everybody who really needed a dinner would be able to have one.

It looked considerably brighter yesterday afternoon for the Volunteers and their proteges, after former Gov. Fuller had read in the papers that Col. Duncan was fearful that many needy families would have to be disappointed about their Thanksgiving dinners.

Former Gov. Fuller sent his secretary early yesterday forenoon to the Howard street headquarters with a signed blank

check and authority to fill in the check for a sum that Col. Duncan thought would suffice to "do the job in bang-up style," as the former Governor expressed it. The sum that the secretary wrote in is rumored to have been \$500, and the former Governor also promised that if there was any more needed he would contribute it.

Most of the basket dinners were delivered to the homes of the recipients, particularly those who live in the outskirts of Greater Boston. Each basket contains sufficient food for three meals for the entire family, whatever its size. The items include a good, big chuck roast, potatoes, rice, sugar, tea, coffee, vegetables of all kinds, eggs, flour, apples, oranges, grapes, jelly, cake, macaroni, canned goods, candies for the children and grade A milk for the baby, if the household includes one. For the very old there were specially selected baskets, and some of the more feeble were provided with dinners from nearby restaurants. The Volunteers have arranged to help a good many families after Thanksgiving is past.

The largest number of applications came from Roxbury. Many families that never before had asked for help were forced to make applications for baskets rather than see their children disappointed about Thanksgiving dinner. It was possible from the handwriting and the phrases of many of the letters to see how loath the writers were to seek help, which for the first time they found themselves obliged to do.

BOSTON RAIL RATE UP BEFORE I. C. C.

City to Show How Port Suffers Under Present System

Mayor Curley will be one of the first witnesses on behalf of the port of Boston when the rail differential case opens Monday before the interstate commerce commission.

The hearings, scheduled to last all next week, will be held at the Chamber of Commerce library before three commission examiners. Usually only one examiner is assigned to preliminary hearings, but this case is so important that more were ordered here.

In the opinion of Samuel Silverman, Boston corporation counsel, who is personally conducting the case, this hearing affects millions of dollars of potential business for Boston.

"The very future of the port itself is wrapped up in this case," said Mr. Silverman yesterday.

Boston charges through its port authority, its corporation department and through the commonwealth of Massachusetts acting in conjunction, that Boston is being discriminated against by New York railroad interests in that port.

The preparation for the case is in full swing. The city obtained the services of Johnston B. Campbell of Washington,

former chairman of the interstate commerce commission and distinguished attorney.

Campbell is being assisted by George B. Parker, who during the war was assistant to the director-general of railroads and is one of the outstanding railroad authorities in the country.

More than 100 special exhibits are being prepared, showing how Boston and New England are suffering from this alleged discrimination. Daily conferences are being held by Silverman, Campbell, Parker and Richard Parkhurst, secretary of the port authority.

Woman Pays Back \$33 for Husband

The city of Boston's campaign for recovery of \$75,000 alleged to have been fraudulently obtained by 1500 war veterans from the Soldiers' Relief Commission, began to bear fruit yesterday when 11 more persons returned a total of \$303, and 14 more promised restitution of \$2017 more.

Soldiers' Relief Commr. John J. Lydon, who started the campaign, announced that the drive for return of the money would continue indefinitely.

VETERANS REPAY CITY RELIEF MONEY

\$303 Received Illegally Is Returned by 11

The demand which Soldiers' Relief Commissioner John J. Lydon made early in November upon hundreds of veterans who are officially listed as having illegally obtained money from the city, showed surprising results yesterday, when 11 ex-service men repaid \$303 and 14 others, including a city employee, promised to refund a total of \$2017.

The largest sum returned was \$190 and the next largest was repaid by the wife of a veteran who gave back \$33 to Commissioner Lydon.

Three men repaid \$1 each and various others returned other small amounts. In addition 30 veterans, of whom restitution has been demanded, wrote to Assistant Corporation Counsel Hale Power, and their promises to comply with the demand of the city were submitted to Commissioner Lydon.

The form letter which Commissioner Lydon admitted yesterday had been sent to all recipients of relief who are listed upon the records of the department, as veterans who had agreed to make refunds or who should be compelled to do so, made demand for immediate action toward repayment under penalty of criminal prosecution for failure to comply.

The arrest of William J. Bartholomew of South Boston has hastened the response of veterans who are charged with having taken advantage of the relief department, and for the next several days Commissioner Lydon expects that large numbers will respond to his demand for action.

RECORD

11/28/30

Ten men and one woman figured in the return of the \$303 yesterday. The woman paid back \$33, which she said her husband had fraudulently obtained some time ago. The largest sum paid back was \$190, which represented complete restitution for one man; the smallest were three payments of \$1 each.

Fourteen other persons appeared at the Soldiers' Relief Office and promised to pay back \$2017.

In addition, 30 letters received by Asst. Corp. Counsel Hale Power promised that restitution would be made.

Discovery of the fact that \$75,000 had been lost in illegal relief applied for and granted ex-soldiers was made last week. At that time many city employees were said to be involved.

174 PLANTS OPENED UP THIS YEAR

Many of These Obtained by
Effort of Chamber
of Commerce

Bringing work for about 350 men and women, 18 new industries have recently been started in the Metropolitan Boston district, the Chamber of Commerce announced today.

The bureau of commercial and industrial affairs reported that these new firms, which mostly are small, manufacture products which vary from golf balls to large pumps and compressors.

The new industries, many of which were brought here through the co-operation of the bureau, bring the total of new manufacturers this year up to 174.

In addition to new businesses, the Chamber reports that several important expansions have been made by existing industries.

Among the new industries are:

Queen Quality Undergarments Co., 10 Beach st.; Hitchcock Co., Inc., 48 Pearl st.; Sure Lube Products, Inc., Braintree; Umberhand-Wight Co., Inc., Wellesley; Apollo Pure Olive Oil Soap Co., 264 Shawmut ave.; Ralph E. Emerson, Inc., Medford Pen-Pencil Co., Medford; Swiss Restaurants, Inc., Arlington; Pump Equipment & Engineering Co., Allston; All in One Soap Co., 410 Dorchester ave., So. Boston; Leeds Ice Cream Co., Wakefield; Metropolitan Rubber Co., 12 Thayer st.; K. & R. Silk Label Co., 14 Harrison ave.; State Slipper & Shoe Co., 35 Wareham st.; Kaufman & Gilman, Inc., 35 Kneeland st.; Invisible Window Screen Co., Inc., Chelsea; Champlon Animal Food Co., E. Cambridge; Sayvoyl Corporation of New England, 5 Min-doro st., Roxbury.

\$3,000,000 Available Now For State Road Work

Ely Suggestion Would Release It

In the first formal address since his election, Joseph B. Ely demonstrated an aggressive concern in the welfare of the people of Massachusetts that contained a splendid augury of his administration.

By all means the people expect him to think in terms of stimulating business, relieving unemployment, allaying or forestalling the consequent sufferings from it and of turning Massachusetts toward the sun of good times again.

If a bond issue is necessary for the construction of highways, the erection of public buildings for our overcrowded hospitals and penal institutions and for other enterprises of a permanent character that can provide work for people, let us have it.

The people of Massachusetts have paid heavily in current taxes for the progress of their State and for improvements that will be enjoyed by coming generations as well as by ourselves.

The pay-as-you-go policy is perfectly all right when the people CAN pay as they go. The State sheared its debt to the point of insignificance as compared with its inherent wealth and it laid on taxes with abandon when profits were manifold and there was a job available for every man who wanted one.

Now the scales have turned, and the State should be as generous to its people as they have been generous and loyal to it.

Mr. Ely seems to have that social and political philosophy, and the State and the people will be the better for it.

It has come to our attention that the State Department of Public Works is authorized by existing law to begin spending next week one-fourth of its annual income in anticipation of future revenues.

That law will make \$3,000,000 available throughout December for the construction, maintenance and repair of highways—which mean work for the unemployed, permanent improvement for the State and larger convenience for the automobilists.

We assume the State officials would ordinarily await a declaration of the Governor-elect's policy in the matter.

We accordingly recommend that he tell them to "go to it" with the same aggressiveness and strong spirit he manifested in his address to the Jefferson Society.

RETURN FUNDS ILLEGALLY PAID

Warning to War Veterans Brings Results

Scores of persons who illegally claimed money appropriated by the city for the relief of needy war veterans hastened yesterday to return the funds to the treasury with the result that, at closing hour, \$303 had been refunded by 11 recipients of the special aid.

The warning sent out to 1500 alleged needy veterans and the recent arrest of a former service man on a formal charge of larceny from the city has resulted in the rush of the unworthy to make restitution. Soldiers Relief Commissioner John J. Lydon, an overseas veteran, stated last night.

Fourteen other veterans appeared yesterday at City Hall to confess that they had taken relief without needing it and to promise to pay back to the city \$2017 which they had received upon applications for relief in the past four years.

In addition, Assistant Corporation Counsel Hale Power, in charge of the cases for the city, received 30 letters from veterans expressing their desire to pay back the money which they had received on false claims of need.

Post 11/28/30

HERALD 11/29/30

SOLDIERS' RELIEF

The Massachusetts system of veterans' relief as administered under the statute by the municipalities is probably the most liberal in the country. In substance it provides financial assistance to any veteran, honorably discharged from the service in any national war, who is in need, on condition that his distress was caused by no wilful act of his own, and that he has no property or other means of support. This aid also applies to widows and families of deceased veterans. During October, the soldiers' relief department of Boston helped 1002 families, or 2644 individuals, in amounts ranging from \$20 to \$100, depending on the size of families and their circumstances. Of a total of \$33,557.16 expended, \$3741 went to civil war veterans and families, \$1172 to Spanish war veterans and families, \$16,325 to world war veterans and families, and \$12,319.16 was used in emergency cases. Distributions will probably be larger during this month and December and nearly \$500,000 will be spent this year, as compared to \$300,000 in 1929.

The broad scope given to the municipal authorities implies that they shall be both generous and discreet in their work. The city realizes that its one-time defenders have a special call on its bounty, and is glad to answer that call. At the same time it cannot give help in unworthy cases without depriving others whose causes are just, and placing an unreasonable burden on the taxpayers, a large proportion of whom are former soldiers themselves. Commissioner Lydon has, at best, an arduous job, one requiring a sympathetic nature mixed with a dash of skepticism and caution. Any attempts of his to remove unjustifiable claims from his list will no doubt meet with a few emotional protests. But the quiet, unspoken force of public opinion will support him.

Post 11/30/30

RADIOS HIS COMMITTEE ON JOBLESS

Mayor Sends Choice of Board En Route From Trip

Appointment of a committee of 53 prominent residents of this city to aid the Massachusetts Emergency Committee on Unemployment in obtaining work for the jobless was announced yesterday by the Mayor's office. The group includes the 22 members of the

City Council, eight municipal overseers of the public welfare, and other well known civic leaders, who will hold their first session Thursday at City Hall.

RADIO FROM MAYOR

At that meeting they will hear Ralph W. Bowdoin, secretary of the State unemployment committee, as well as Mrs. Nathaniel Thayer, vice-chairman of the Governor's organized workers, now seeking a solution of the world-wide problem.

Although the Mayor with his daughter, Miss Mary Curley, and City Treasurer Edmund L. Dolan, will not arrive in New York until this morning at the completion of a West Indian cruise on the Cunard liner, Franconia, he radioed the names of his committee, upon learning that Chairman James J. Phelan of the State committee desired a Boston group to assist in the work.

Chairman Simon E. Hecht of the Boston Board of Overseers of Public Welfare was appointed to head the city committee by the Mayor. Others appointed to the committee included Mrs. Eva Whiting White, Mrs. William Lowell Putnam, Mrs. Vincent P. Roberts, Dr. Helen I. Doherty, Mrs. Larz Anderson, Mrs. Edward L. Logan, Mrs. Carl Dreyfus, Mrs. F. W. Buxton, Mrs. Charles Sumner Bird.

Meeting at City Hall

Mrs. John T. Bottomley, Mrs. Morris J. Curran, Mrs. Edward C. Donnelly, Mrs. Guy W. Currier, Mrs. William J. McDonald, Mrs. Agnes Parker, Mrs. Samuel Silverman, Mrs. F. Lothrop Ames, Mrs. Joseph H. Beale, Mrs. William W. Taff, Mrs. E. A. Schuman, Mrs. Thomas F. McMahon, Mrs. Margaret J. Gookin, Miss Sophie M. Friedman, Dr. Ben Selekman, Supreme Director John E. Swift of the Knights of Columbus, William H. Taylor, Vincent Brogna, J. Arthur Moriarty.

Frederick W. Hamilton, Daniel H. Rose, and City Councillors Timothy F. Donovan, Thomas H. Green, John I. Fitzgerald, Laurence Curtis, 2d, Dr. Seth F. Arnold, Michael J. Mahoney, William G. Lynch, John F. Dowd, Richard D. Gleason, Leo F. Power, Edward L. Englert, Herman L. Bush, Joseph McGrath, Israel Ruby, Francis E. Kelly, Albert L. Fish, Robert Gardiner Wilson, Jr., Clement A. Norton, Peter A. Murray, Joseph P. Cox, James Hein and Edward M. Gallagher.

The committee's first unemployment meeting Thursday will be held at City Hall, Room 49, starting at 3:30 o'clock in the afternoon.

GLOBE 11/30/30

HECHT HEADS BOSTON COMMITTEE ON JOBLESS

Simon E. Hecht, head of the board of overseers of the Public Welfare, has been named chairman of the Boston group of the Massachusetts Emergency Committee on Unemployment, and Mrs. Eva Whiting White has consented to serve as chairman of the women's committee. The appointments were made by Mayor James M. Curley, in compliance with a request of James J. Phelan, chairman of the Massachusetts committee.

HERALD 11/30/30

COUNCILMEN ASKED TO AID IDLE RELIEF

Curley Invites 22 Members to Serve on Committee

Mayor Curley yesterday invited the 22 members of the city council to serve with 31 others, of whom 23 are women, as the Boston emergency committee on unemployment.

The inclusion of the entire personnel of the city council in the committee, which the mayor organized in compliance with a request of James J. Phelan, chairman of the Massachusetts committee on unemployment, was the basis for considerable discussion yesterday. Some regarded it as retaliatory tactics because of the recent criticism by several councilmen of alleged failure of the mayor to take constructive action towards providing measures of relief.

In the announcement issued by the mayor's office it was specifically stated that he had organized an unemployment committee and that "all the members of the Boston city council have been invited to serve on this committee."

Simond E. Hecht, chairman of the overseers of the public welfare, was delegated as chairman and Mrs. Eva Whiting White as chairman of the women's committee. The first meeting will be held Thursday afternoon in room 49, City Hall, and Mrs. Nathaniel Thayer, vice-chairman, and Ralph W. Bowdoin, executive of the committee headed by Mr. Phelan will be the speakers.

Among overseers of the public welfare named to the committee, are Mrs. Thomas F. M. Mahone, Mrs. Margaret J. Gookin, Miss Sophie M. Friedman, William H. Taylor and Vincent Brogna. Other men are J. Arthur Moriarty, president of the Central Labor Union; Frederick W. Hamilton, grand secretary of the Grand Lodge of Masons; Daniel H. Rose, election commissioner; John E. Swift and Dr. Ben Selekman.

Women chosen by the mayor are Mrs. Eva Whiting White, Mrs. William Lowell Putnam, Mrs. Vincent P. Roberts, Dr. Helen I. Doherty, Mrs. Larz Anderson, Mrs. Edward L. Logan, Mrs. Carl Dreyfus, Mrs. Frank W. Buxton, Mrs. Charles Sumner Bird, Mrs. Maurice J. Curran, Mrs. Edward C. Donnelly, Mrs. John T. Bottomley, Mrs. Guy W. Currier, Mrs. William J. McDonald, Mrs. Agnes H. Parker, Mrs. Samuel Silverman, Mrs. F. Lothrop Ames, Mrs. Joseph H. Beale, Mrs. William W. Taff and Mrs. E. A. Schuman.

GLOBE 11/29/30

66 ACRES TO BE ADDED TO EAST BOSTON FIELD

Airport Improvements to Cost About \$160,000
—Include Seaplane Base and New Sign

News and Notes of What Is Happening In the Field of Aviation

—By C. JOSEPH HARVEY

Further development of the East Boston Airport, as outlined by Chairman William P. Long of the Park Department, who has direct control of the port's supervision, include several important features, among them an enlarged landing field, the construction of a seaplane base and erection of a large illuminated sign with the word "Boston," which will entail the expenditure of approximately \$160,000.

The most extensive and most expensive item is the field development project. The contract for this job calls for 500,000 cubic feet of filling, which will be pumped from the harbor bottom. Briefly, it will amount to 66 acres of new land, which will provide better runway accommodations and other essential benefits to flying.

Engineers of the Park Department have been busily engaged for the past 10 days directing the preliminary work for this project, and it is stated by Chairman Long that the dredger, or sand "sucker," will be ready to go into action not later than Monday morning. This development will be confined to the east end of the field.

While the contract specifies that the work be completed in nine months, engineers on the job are confident that it will be accomplished inside of two or three months. It is estimated that the dredger will pump 10,000 cubic feet per day. It will operate on a 24-hour basis until the filling is completed.

The new land will be ready by Spring to grade and roll with cinders.

Bids for the construction of the seaplane base are being advertised today. The Park Department engineers have figured the approximate cost of this work at \$20,000. It will be installed on the harbor side of the north-to-south runway and will be built of hard-pine timbers. The reason for this type of construction is explained by the Park Department officials on the ground that it will be a temporary affair and that possibly, within two years, a new and more adequate base for such planes will be constructed in another part of the field.

Plans and specifications for the electric sign are rapidly taking shape. This illuminated sign, with the word "Boston," will be installed on the roof of the Colonial Air Transportation, Inc. hangar. The purpose of the sign is to aid night fliers in identifying the port and at the same time comply with the rules of the Department of Commerce.

TRANSCRIPT 11/29/30

Port Business Everybody's Business

On Monday there will begin the taking of testimony in Boston in the proceeding brought before the Interstate Commerce Commission by the city and the Boston Port Authority against the New York Central Railroad Company and a large number of other carriers, seeking relief from the discrimination found in the practice of the railroads to pay out of their own pockets the charges for lighterage in the port of New York. It is easy to fall into the error of assuming that such a controversy concerns only those directly engaged in transportation. But the fortunes of the port affect a public that is not directly dependent upon railroads and steamships for its living. The volume of business done through the port of Boston affects the volume of business of many kinds not ordinarily associated in the public mind with export and import traffic, and the commerce that moves by water along the coasts.

The practices which may determine whether or not Boston or some other port shall handle ocean traffic are of general public interest in another respect. The formal complaint in the present proceeding sets forth that large sums of money have been spent by the Commonwealth and the city in improving the facilities of the port, and because of the practices against which the complaint is made "the said defendants have deprived the said city of Boston, Port of Boston and the Commonwealth of Massachusetts from taxes and revenues to which they are rightly entitled upon said various improvements." In other words, if through the manipulation of railroad charges Boston loses port business that would otherwise come here, there is less money for public use at a time when demands upon public funds are many and are increasing. Therein is further evidence that port business is everybody's business.

Boston's complaint is in line with that

of New Jersey interests which grew restive and were finally moved to action as they saw freight that arrived on the New Jersey side of the Hudson lightered to New York without extra charge. As one move in its own behalf, Boston intervened in the New Jersey case, but it is explained that in order for this port to obtain affirmative relief from the Interstate Commerce Commission it was necessary for it to make its own complaint, which was done last spring. The two cases have been consolidated, however, as far as the taking out of the evidence is concerned. In behalf of Boston, it is asserted that the cost of transferring freight from railroad car to vessel with the aid of lighters in New York is several times as great as the cost in Boston where the railroad delivers the car at the side of the ship. As to the situation at New York, it is pointed out that in some instances the cost of lighterage exceeds the railroad's share of the freight rate paid on the commodities so handled. In such a condition, it is urged, Boston's advantage should be reflected in lower rates. As things are, the rates involved are on a parity with those of New York. It is a contention which, it may be said without intention to prejudge the case, appears to be eminently sound.

But it is not the intention of this article to discuss the evidence in the case. Rather it is to emphasize the fact that the proceeding is one to be regarded as of general importance, and one which an intelligent public should follow with interest. They have a concern in it. For, it may be repeated, the business of the port is the business of everybody living within the sphere of its influence.

GLOBE 11/29/30

MAYOR CURLEY AND DAUGHTER JUST BEFORE ARRIVAL IN HAVANA



Mayor James M. Curley with his daughter, Mary, aboard the SS Franconia just before the liner arrived at Havana. In the Curley party also are City Treas. E. L. Dolan and Miss Eugenia Wuertz of New York, a chum of the Mayor's daughter.

TRANSCRIPT 11/29/30

Curley to Land in New York Sunday

Mayor Curley will arrive in New York Sunday morning after a cruise of two weeks to the West Indies. Accompanied by his daughter Mary and City Treasurer Dolan he will proceed to Boston, either by train or automobile. No word had been received by him today in response to a radiogram that a group of Bostonians were desirous of going to New York to greet the mayor at the dock and to tender him a complimentary homecoming luncheon. It was expected, however, that Mr. Curley would frown on the suggestion.

TRAVELER 11/29/30

EMPLOYMENT BOARD NAMED

Group Chosen by Curley
to Meet Thursday
Next

A Boston emergency committee on unemployment was named by Mayor Curley today. It consists of the entire membership of the city council, 23 women and eight men and Simon Hecht, chairman of the overseers of the public

AMERICAN 11/28/30

HECHT TO HEAD JOBLESS BOARD

The appointment of a Municipal Executive Committee for Unemployment was announced today from the office of Mayor James M. Curley.

The committee, composed of both men and women, is headed by Simon E. Hecht, chairman of the Board of Overseers of the Public Welfare. Mrs. Eva Whiting White has been appointed chairman of the women's division.

The committee was appointed at the suggestion of James J. Phelan, head of the State Unemployment Commission.

A meeting of the committee has been called for Thursday, Dec. 4. Members of the Boston City Council have been asked to serve on the committee.

Ralph W. Bowdoin, executive secretary of the Massachusetts committee on unemployment will address the meeting.

The following are among those appointed:

Mrs. Lowell Putnam, Mrs. Larz Anderson, Mrs. Edward L. Logan, Mrs. Carl Dreyfus, Mrs. F. W. Buxton, Mrs. Charles Sumner Bird, Mrs. Guy W. Currier, Mrs. William J. McDonald, Mrs. Agnes H. Parker, Mrs. Samuel Silverman, Mrs. F. Lothrop Ames, Mrs. Joseph H. Beale, Mrs. E. A. Schuman, John A. Swift, John A. Moriarty and Vincent Brogna.

welfare, has been delegated as chairman with Mrs. Eva Whiting White, chairman of the women's committee.

The initial meeting will be Thursday afternoon at 3:30 in room 49, City Hall, when Ralph W. Bowdoin, executive secretary, and Mrs. Nathaniel Thayer, vice-chairman of the Massachusetts emergency committee on unemployment, will be the principal speakers.

At the mayor's office, today it was announced that he had chosen a Boston committee in compliance with the request of James J. Phelan, chairman of the Governor's committee.

The personnel of the mayor's committee in addition to the members of the city council is: Mrs. Eva Whiting White, Mrs. William Lowell Putnam, Mrs. Vincent P. Roberts, Dr. Helen I. Doherty, Mrs. Larz Anderson, Mrs. Edward L. Logan, Mrs. Carl Dreyfus, Mrs. F. W. Buxton, Mrs. Charles Sumner Bird, Mrs. Morris J. Curran, Mrs. Edward C. Donnelly, Mrs. John T. Bottomley, Mrs. Guy W. Currier, Mrs. William J. McDonald of Brookline, Mrs. Agnes H. Parker, Mrs. Samuel Silverman, Mrs. F. Lothrop Ames, Mrs. Joseph H. Beale of Cambridge, Mrs. William W. Taff, Mrs. E. A. Schuman, Mrs. Thomas F. McMahon, Mrs. Margaret J. Gookin and Miss Sophie M. Friedman, Simon Hecht, Dr. Ben Selekman, John E. Williams, H. Taylor, Vincent Arthur Moriarty, president of the Boston Central.

TRAVELER 11/29/30



It Must Be Good

UNDER our system of government we hold public hearings to which citizens may go and express their opinions of projects advanced. The essence of American government is to be found in the old town meeting in which the citizen arose and said his say on whatever subject might be before the community. As towns grew, the town meeting became unwieldy, the town hall too crowded, and so the various sections of the town chose citizens of the neighborhood to represent them and their ideas in a compressed town meeting which we now know as the city or town government.

Even in big cities the fundamentals are not entirely abandoned. Public hearings on important matters are still held at City Hall, just as they are held on Beacon Hill regarding matters affecting the state as a whole.

We had just such a case at City Hall Tuesday when the board of street commissioners held a public hearing on the project of the city buying 138 acres of land in Hyde Park and West Roxbury for a municipal golf course. Only three persons outside the board attended the hearing. There was a man and his wife, and he was there simply because his father owns part of the land. The third person was the secretary of the Good Government Association, who was there not as an official but as a golfer. He had no opinion to express.

Rest assured that if there was even a suspicion of anything wrong in the transaction, the embattled citizenry would have been present with hobnails in its shoes, which is as it should be. The project must be good. First of all, it will give work to 200 men and eventually enjoyment to many men, women and children.

Tunnels

NOW that we are going to have a vehicular tunnel to East Boston it is interesting to note what New York has been able to do with its Holland tunnel under the Hudson.

More than 31,000,000 vehicles have passed through it in three years. Nearly 12,000,000 vehicles have used it during the past year. By the end of ten years the tunnel will have completely paid for itself. It cost \$54,000,000. The revenue is divided between the states of New York and New Jersey.

Who uses it? These figures show:

Passenger cars.....	79.2 per cent.
Commercial	16.9
Buses	3.9

The tunnel never had a fatal accident. The highest peak of traffic for a single day was 56,400 cars, or 1175 cars an hour.

Boston will not equal that record of performance, for many reasons, the chief of which is that we are to build one narrow little tunnel when we should build a wide one for two lines of traffic each way.

TRAVELER 11/29/30

Stops His Work to Regain His Health



DR. JOHN J. DOWLING.

DR. DOWLING ILL, FORCED TO REST

City Hospital Head Given Three Months' Leave to Recuperate

Ill health has forced Dr. John J. Dowling, superintendent, Boston City Hospital, to take a three months' leave of absence.

Dr. James Mannary, for the past six years executive in charge of the outpatient department of the institution, is temporarily acting superintendent.

The leave of absence was granted Dr. Dowling by the board of trustees at his own request. He has been superintendent for 16 years.

Dr. Dowling was appointed a trustee of the hospital during the first administration of Mayor James M. Curley. A short time after, the position of superintendent was open and he immediately stepped into it.

He lives on the hospital grounds with his family. He is a world war veteran.

HUB ALL SET TO WIN CUT IN FREIGHT RATES



(Photo (C) by Harris & Ewing)
JOHNSTON B. CAMPBELL

I. C. C. Hearing Opens Monday in Chamber of Commerce

By HAROLD BENNISON

Boston opens a fight Monday for its own place in the sun of the shipping world. At that time the interstate commerce commission will hear Boston's plea for lower railroad freight rates on export commodities.

Should Boston win—and victory this time is far from being a forlorn hope—it will mean that Boston will become a tremendously more important port. It will mean that Boston's water-front will again hum with activity, that more steamers will sail to and from this city, and that every wholesale and retail establishment in New England will tend to benefit.

Some establishments will of course benefit directly. Every manufacturer will benefit. Every exporter will benefit tremendously. Every firm that supplies anything directly or indirectly to ships will be favorably affected. It will mean more freight traffic through the city, and that, in turn, will mean more passenger traffic. In brief, more business which will be of such a universal character that practically every business in the city stands to win.

Boston wants a lower rate on freight

than New York enjoys. At present a manufacturer in the middle West can ship his products by railroad to New York as cheaply as to Boston. In New York the products have to be unloaded from freight cars to lighters, ferried across the river and over to a dock, unloaded from the lighter to the dock and from the dock to the ship. All that handling is included in the freight charge made by the railroad.

WHERE SHOE PINCHES

When the same merchant ships to Boston, the railroad runs right down to the dock and unloads from the freight car into the steamer. There is no lightering charge. The handling charges are substantially less. If it costs \$1 a ton more to handle commodities in New York than it does in Boston, and if the railroad has to pay that extra charge, why, Boston asks, shouldn't the railroads give Boston the benefit of Boston's better facilities in the shape of lower rates.

It isn't all quite as simple as that. The railroads—which are the defendants in this case—will have an argument against such a rate revision, but confidentially, their opposition will not be as united or as vigorous as in previous cases. The railroads will not lose money even if Boston wins its case. Hence the defence—as far as railroads go—will not be of the stubborn kind. The railroads are almost disinterested. Which naturally brings up the question as to who will oppose the new rates. The answer is New York—and how!

New York business, New York pride, New York capital, New York prestige are threatened by this action by impudent Boston. Impudent, that is, in the eyes of New York. But this is no casual battle Boston is starting. It is not being conducted by a semi-organized group of directly-interested business men. It is being conducted by the city of Boston and the commonwealth of Massachusetts, working through the Boston Port Authority, which is maintained jointly by the city and state, and is for the benefit of all New England.

MAYOR CURLEY TO SPEAK

Mayor Curley will be a witness. So will a number of mayors from other cities whose communities will gain if new rates are allowed. In all, Boston will present about 25 witnesses. Corporation Counsel Silverman is devoting a tremendous amount of time to the matter. But it is a case for experts. Rate schedules—there seem to be millions of them—will be presented. Charts, graphs, previous decisions by the interstate commerce commission and annual reports by the 57 different railroads and steamship lines will be introduced as exhibits. It will take an expert of the first rank to handle that case. And has Boston employed such an expert?

Boston's case will be presented by Atty. Johnston B. Campbell. He was formerly chairman of the interstate commerce commission. And that man has a reputation for being a fighter. He started as a fighting expert when he was "just a kid, just a cub lawyer" as he says. He fought the now-famous Transcontinental cases. He began fighting in 1911, and won—get that word—in 1918.

When he got through that fight he knew so much about railroads, rates, shipping and other related matters that he was appointed to the I. C. C., and later was made chairman. He resigned from the commission while still chairman.

He knows the expert angle of Boston's position. He knows the working of the I. C. C. Counsel Silverman knows the need of revised rates, and knows definitely such a rate revision would mean the rebirth of Boston's port.

AT CHAMBER OF COMMERCE

The I. C. C. will have two technical examiners on hand when the hearings open Monday morning in the Chamber of Commerce building. The I. C. C. incidentally has for long held the rank of being Uncle Sam's most efficient department. It has been so rated for many years.

At present about three-quarters of America's exports go through New York. Boston has some 10 or 15 per cent. of it. But, and this is of interest to New England, about 65 per cent. of New England's exports now go through New York. If Boston wins back only that natural export business, it will boom Boston.

Grain, manufactured goods, cotton, wool, machinery—and all the rest of the commodities which America exports to the world—all should go through Boston, so Boston says.

New York will fight any reduction in freight rates to Boston.

New York will point to its greatness. And therein will be Gotham's weakness, for her wharfs are congested, traffic in the East River and the Hudson is dense. Boston has better port facilities, a better harbor, and is nearer Europe than New York.

It will be a fight. But Boston is solidly behind this fight. Shipping interests are lined up. Experts have studied Boston's problem and with the solid, unified backing of business interests, old lady Boston is ready to show New York—and in fact the world, why she should have bestowed upon her freight rates such as are justified by her superior port conditions.

The opening gun will be fired at 10 o'clock Monday morning.

BOSTON FIGHTS FOR PARITY IN FREIGHT RATES

Complaints Against New York Railroads to Be Heard Here Tomorrow

Millions of dollars, increased business and proportionate growth in population and commerce are certain if the complaint of the city of Boston against unjust discrimination in freight rates is recognized. The Interstate Commerce Commission will give a hearing on the complaints at the Chamber of Commerce tomorrow morning.

The New York Central and seven other railroads having terminals in New York city are named as defendants.

More than 40 lawyers represent the interests of the New York railroads. Samuel Silverman, city of Boston corporation counsel, and Johnston B. Campbell, formerly a member of the commission and nationally known as a corporation attorney, lead the attack for Boston and New England.

BOSTON'S CONTENTION

"We are not asking for a reduction of Boston freight rates," said Attorney Silverman. "We are asking for an increase in the New York rates which shall make them include the lighterage toll from the New Jersey to the Manhattan shore."

"As the matter now stands, these lighterage rates are not assessed against the shipper or exporter, but are absorbed by the rail rates to Hoboken or whatever point any one of half a dozen railroads makes its terminal point."

"Suppose, for instance, that these lighterage rates are \$1.87 per unit, of weight—which of course is not the figure. Add this \$1.87, or whatever it is, to the rail rate and it is easy to conceive that the shipper will at once say: 'Why, the Boston rate is much cheaper than that. We will henceforth ship by way of Boston.'"

BETTER HARBOR HERE.

"And it should be a material consideration that we have a better harbor, uncrowded as compared with the present New York, and other facilities that will establish Boston as a main shipping port when other conditions are rendered equal and we have a fair chance to bid for the business of our own New England and other eastern points."

"We are not asking for anything that does not belong to us. We do want what is rightfully ours

and what New York has wrongfully usurped for years."

More than 100 interveners will be heard. The hearings which begin tomorrow will last for two weeks. An intervener is a party in interest who asks that his interests be protected.

In addition, for the first time in the progress of the fight for shipping supremacy between Boston and New York, practical men of the docks are to be allowed to testify and give a detailed summary of the cause and effect of the present situation.

The unfair tactics which it is claimed are used by the New York rail interests have attracted the attention of the entire Atlantic coastwise service. More than 75 exhibits are to be made showing how Boston suffers from rail differential discrimination. It is the claim of those who have studied the problem that the direct transfer from rail to ship, possible in Boston, eliminating all lighterage, alone ought to capitalize the local contention.

RAIL RATE HEARING TO OPEN HERE TODAY

Winning of Case Would Boom Port of Boston

Defense of New York Differential May Be Made by 20 Lawyers

An array of outstanding authorities on transportation problems, including 15 or 20 eminent New York attorneys representing the defendant railroads, will open the hearings at 10 this morning in the library of the Chamber of Commerce, in the complaint of the city of Boston, the Boston Port Authority and the Commonwealth of Massachusetts in the rail differential case, the winning of which means so much to all New England.

The complaint alleges certain unfair discrimination at the Port of New York by the various railroads serving that port, all to the detriment of the Port of Boston.

The defendant railroads at the Port of New York perform an accessorial service, consisting of trucking, lighterage and car floatage, free of charge, and refuse to perform and refrain from performing such accessorial services at the Port of Boston, and refuse to establish lower rates for the lesser service performed by them at Boston. By reason of these facts it is charged the defendant railroads give undue and unreasonable preference and advantage to the Port of New York and the various ports of the State of New York. The complainants charge this is in violation of section 3 of the Interstate Commerce act.

Mayor to Testify

Mayor Curley is expected to be the first witness when the case is opened this morning.

Examiners Steer and Paulson and rate expert Elmore have been assigned by the Interstate Commerce Commission to conduct the hearings which it is anticipated will last for 10 days.

Samuel Silverman, corporation counsel of the city of Boston, will open and conduct the case for the complainants and he will be aided in the technical work by attorney Johnston B. Campbell of Washington, D. C.

Attorney Campbell was a member of the Interstate Commerce Commission for nine years and was its chairman during 1928. His connection with the complainants' side of the case is regarded as a very encouraging omen because he is, by his experience, especially qualified to point out the important features of the complaint.

Among the earlier witnesses will be the Mayors of each of the larger cities of the Commonwealth, and there will be many witnesses to testify for the Boston interests. Official experts attached to the New England railroads will also testify to matters of fact regarding costs of operation, rates and equipment and facilities of the local railroads at Boston.

More than 100 elaborate exhibits have been prepared by the complainants to be offered as evidence in the case of the port of Boston. Among the more important experts who will testify and aid the complainants are the following:

J. F. Wilber of the engineering firm of French & Hubbard of 210 South st, Boston, is chief of the staff who have made a survey of railroad and steamship facilities in the harbor during the past four months.

Maj Louis H. Bell of Boston, formerly associated with the Atlantic & West Point Railroad and the Georgia Railroad, is statistician.

Hugo Oberg of Washington, D. C., nationally-known rate expert, has prepared many important exhibits.

Walter M. McCoubrey of Boston, steamship traffic expert, has been special assistant to George H. Parker, associate counsel with Johnston B. Campbell.

Commerce Club Aids

The Foreign Commerce Club, through its president, Elmer E. Elwell of Stone & Downer, has been especially active in assisting in the preparation of the rate case. President Elwell, who also heads the customs brokers organization, has appointed a committee of which J. H. Heaney, transportation man who holds a license to practice before the I. C. C., is chairman.

Walter E. Doherty and M. H. Garvey, also of this club, have been figuring prominently in this case.

For the first time in the history of this long fight, the practical men of the docks will be given an opportunity to testify. A representative of the Longshoremen's Union will go on the stand.

It is expected the defendants will make a desperate effort to defeat the petition of the complainants because success of the complainants will mean that the tremendous volume of New England export tonnage which now passes through the Port of New York will be diverted through the Port of Boston and also that a large amount of the tonnage from Buffalo, Pittsburgh and the West, which now moves through the Port of New York, will be diverted through the Port of Boston making Boston again one of the most important and active ports along the Atlantic coast.

At the best it is not anticipated that the case will be closed in the near future.

CURLEY TO SEEK \$25,000,000 FOR JOBLESS RELIEF

Will Present Huge Highway and Park Building Plan to Legislature

MAYOR IMPROVES HEALTH ON TOUR

Arrives Home with Daughter—Lauds Cuban Public Works System

Approval of the Legislature for the expending of at least \$25,000,000, the largest amount ever budgeted by the city of Boston for public works, will be asked for unemployment relief by Mayor Curley, who arrived home last night after a 12-day vacation cruise of the Caribbean.

During the mayor's absence, department heads have prepared the most extensive road building and public works construction program yet attempted by the city and it is this program that the mayor will study at once and prepare for the Legislature. So urgent is the need of employment the mayor declared, that the budget is to be presented within a few days so that action may be taken as soon as the new year begins.

He said:

A study of conditions in Cuba and the Bermudas convinces me that the millions of dollars spent there for roads and public buildings was all that saved those centres from revolutionary outbreaks such as South American republics experienced.

STUDY OF CUBAN PARKS

The Cuban government is at present bothered with the same problems and conditions as the United States. Conditions there are little different except that they have attacked the situation with greater faith than we have in the states. Its capital, Havana, is the model city of the North American continent through a public works building program that has left no fertile field for growth of communism.

So impressed have I been with municipal planning there that I will ask for a study of the system by Park Commissioner William P. Long. It is my intention that he go to Havana and, where possible, incorporate the roads and parks system for duplication here in Bos-

ton. The beauty and soundness of public works construction astounded me after my memory of that city on my last visit 15 years ago.

Of course, there have been rumblings about expenditures at Havana, especially on the construction of the presidential palace and the City Hall, but the answer has been solved in a true Napoleonic manner. When Napoleon's minister of finance asked him who would pay for his program of building, he answered: "The people who come to admire it."

Mayor Curley, in company with his daughter, Mary, and City Treasurer Dolan, arrived at Back Bay station from New York at 6 o'clock last night. Here they were greeted by the four Curley sons, Leo, James, Jr., Paul and George.

IN PERFECT HEALTH

The cares and duties of the tercentenary, the American Legion convention and the election were not apparent last night. The mayor appeared in perfect health and laughed and joked with those who met him.

Speaking of the soldiers' relief commission and the alleged discovery of fraud, the mayor reiterated his telephone conversation with the Herald from Havana and said that Commissioner John J. Lydon has his support in investigating 1500 alleged fraudulent claims against veterans.

The arrest of William J. Bartholomew for larceny in connection with one of the cases investigated was justified, Mayor Curley said. He added that offer of restitution did not condone for the alleged crime and that the law must take its course.

The mayor was strong in his praise of both President Gerardo Machado and Mayor Gomez of Havana. Gomez, son of the Cuban patriot, he termed as a strong leader, progressive and exceptionally well equipped to control the destinies of the city despite the fact that he and the entire city government will go out of power when the government of the island takes over the reins of control in February. The change that abolishes the city government also prolongs the term of President Machado for six years.

BERMUDA PROSPERS

The Curley party were entertained by Ambassador Harry Guggenheim and were received by President Machado. The president does not speak a word of English. His palace, the Mayor said, is the most beautiful edifice in the new world and the city of Havana so interesting that there is something new for the visitor for every day in the month. Public buildings, parks, roads, golf courses, evening resorts and other attractions are all of most modern construction and built at a cost that would stun municipal finance in the United States.

Through the invitation of Mayor Curley, Cuba will be represented here in 1931 at the Industrial Arts Exposition. President Machado agreed to send an exhibit, the government band and to come himself if it is possible at that time. Such an exposition is also being planned yearly at Havana as a means of cementing friendship between both South and North America.

Bermuda, the Mayor found, vastly different from Cuba. Here, he said, the effects of our own 18th amendment is felt. Everything is all play and no work in imitation of the wealthy American visitors who come to spend their money in liquor and good times. A new palace, recently built at a cost of \$20,000,000, offered employment for many months and stayed on as a

Mayor Curley did not disclose what projects are planned for the city of Boston. He intimated, however, that a great part of the sum authorized by the Legislature will be used for permanent road construction. Improvement of the park system and new bridges are also included in the unemployment building plan.

No delay was the attitude of the mayor last night. He will be at his office this morning and confer at once with department heads.

TRANSCRIPT 12/1/30 Street Work Leads in Curley Program

Mayor Thought Most Likely to Advocate Start on City Planning Report

During the day Mayor Curley, who arrived home from his trip to West Indies yesterday, will consult with several of his department heads over the construction program which he has in mind for next year, approximating, as he said today, \$25,000,000. It will be a program many times greater in extent than ever before presented to the Legislature by a mayor of the city, and owing to the unemployment situation the mayor and his advisors feel that there will be little difficulty in securing the necessary authorization, at least for the major portion of it, outside the debt limit.

Chief among the projects in the mayor's mind, it is believed, is the thoroughfare plan recently submitted by the city planning board as the result of a study of three years under the direction of Robert Whitten, city planning consultant. The mayor hoped to talk over the report with Elisabeth M. Hurlihy, the secretary of the board, today, but Miss Hurlihy was away. This program, as will be recalled, was projected to cover a period of twenty-five years and is divided into four construction periods. The first period, with the construction of the East Boston Tunnel as the essential feature, would mean the construction of adequate approaches to go forward concurrently with the tunnel itself.

But aside from the street work there are petitions pending for the construction of at least five municipal buildings and the development of several district playgrounds as well as extensive park additions. The mayor was so deeply impressed with the park system of Havana that he will invite Park Commissioner William P. Long to study the improvements made in the Cuban capital in the last decade. As the city's improvements in mind bear such intimate relationship to the functions of the Commonwealth, the mayor is anxious to develop the program at once in order that co-operation may be secured, if possible.

It is expected that the mayor will outline his program before his recently appointed unemployment committee at its first meeting called for Thursday afternoon at City Hall. Naturally, he would desire the highest possible backing for projects of such magnitude. If the program is revealed, even to a limited extent, it will be the first time since the mayor's third term started that he has taken the City Council into his confidence. That body has been severely criticizing the mayor with the reiterated charge that he has done nothing to relieve the unemployment tension. If they are asked, as members of this committee, to pass upon his study of the

HERALD 12/10/30

OUR PORT CASE AT BAR

The hearings before the interstate commerce commission in the Boston port case begin today at the chamber of commerce. The official title of the case is The City of Boston and the Boston Port Authority against the New York Central and a long list of other railroads. The charge is unjust discrimination by the railroads in favor of the port of New York and against the port of Boston. The discrimination is alleged to exist in what are known as "the accessorial charges" involved in the export and import of goods at the two ports in question. The nature of these charges may be explained most simply and clearly by illustration.

A carload of goods arrives in Manhattan by railroad from some point in the South, or the West—the place of origin does not matter—to be shipped to some country overseas. The car ends its run at some terminal. The ship is several miles away. The gap between the railroad track and the shipside has somehow to be bridged. This is done by the use of trucks on land and lighters on water, one or both. Loading and unloading and carriage over considerable distances are necessary before the goods can be stowed away on board ship as ocean cargo. This costs money. But the shipper never hears of these costs. The railroads absorb these charges—in New York. But it is different in Boston. The railroads do not absorb any such charges here.

Again: A carload of goods arrives in Newark or Jersey City or any one of several ports on the New Jersey side of the Hudson for delivery in Manhattan, on the other side of that wide stream. The convenient harbor craft known as the lighter takes the goods downstream or upstream as may be required, or round the point at Castle Garden and up the East river, or across the way to Brooklyn, and again the railroad pays the bill for this accessorial charge. The shipper or the consignee pays nothing extra for this service. Not so in Boston. This port has but a small amount of lighterage, but we do have a considerable amount of truckage. In general, the cost of transfer from railroad to shipside is very much greater in New York than here. It is said there are cases in New York in which the lighterage cost amounts to more than the total freight charge which the railroad collects on the shipment.

Thus Boston's contention comes clearly to light. Either the railroads should apply the New York practice here and absorb these charges at both ports, or else these charges should be abandoned at both, and not absorbed by the roads at all. The ports should be placed on a level as respects these accessorial charges. What we now have is discrimination. It should be removed. The railroads should treat all ports alike. The present practice is unjust and unreasonable. It violates the interstate commerce act. It is in the public interest that all ports should in practice enjoy that equality which is contemplated under the law.

The importance of the case is easy to see. It would appear that the port of Boston is handicapped in its race for ocean business. It does not start at scratch. There is not a fair field or an absence of favor. So the argument runs. The importance of the case is illustrated by the fact that three examiners are announced to have been assigned by the I. C. C. for hearing the evidence.

There may have been some confusion in

HOME AFTER VACATION IN TROPICS



Mayor Curley and his daughter Mary on their arrival from trip to Cuba and Bermuda

the public mind as to the relation of the Boston case to what is known as the New Jersey lighterage case, the hearings in which began last June in Newark with 110 lawyers and 120 traffic experts and statisticians in attendance. The two cases are essentially the same. A group of New Jersey cities are seeking to obtain the abolition of the practice of free lighterage from the Jersey ports across the harbor to New York, claiming discrimination, just as Boston is doing. Boston intervened in that case and then entered its own complaint. The commission, for convenience in taking testimony, has consolidated the two cases, but they are separate. Only by filing its own case could the port of Boston obtain the affirmative relief it is asking for.

Such differences, or discriminations as Boston claims them to be, easily may make all the difference between a going, growing port and a losing one. The shippers pay the accessorial charges here. The railroads pay them here. The practice ought to be uniform. Boston is struggling for business while bearing burdens that the port ought not to have to carry. That in brief is the case.

cont Post

require months rather than weeks for a visitor to explore and admire all its beautiful structures. In order to offset the depression resulting from the overproduction in sugar, the Mayor suggested to President Machado the advisability of holding a Pan-American exposition at Havana each year to attract millions of visitors, he said.

Questioned regarding the act of the Cuban Legislature in voting the Mayor of Havana out of office next February and turning the city over to federal control, Mayor Curley declared that "the best thing for Cuba's interest, is a better understanding between the President of Cuba and the Mayor of Havana, for both of them are extremely forward-looking and especially well qualified public officials."

GLOBE 12/1/30

MAYOR DELAYS TALK ON VETERANS' RELIEF

Says Donahue Isn't Big Enough to Be Considered

Curley Home From Cruise—Finds No Cause for Worry in Cuba

Upon his return from a brief vacation last night, Mayor Curley declined to discuss the disturbance created during his absence by the action of Soldiers' Relief Commissioner John J. Lydon in ordering the arrest of a war veteran on charges of illegally receiving aid from the city.

"I have not had an opportunity to look into the situation," said the Mayor, "and until I do, I must refuse to comment."

The Mayor did say, however, that a casual consideration of the facts would seem to indicate that Commissioner Lydon was entirely within his rights in bringing about the arrest of William J. Bartholomew, who is to be given a hearing in municipal court Tuesday.

Last week, Commissioner Lydon's department began a drive to recover \$75,000 alleged to have been fraudulently obtained by approximately 1500 veterans. At that time the Commissioner, himself a war veteran, stated that no criminal prosecution was anticipated or desired.

The arrest of Bartholomew on a charge of larceny, however, aroused criticism of the Commissioner and of the Soldiers' Relief Commission.

Not Concerned With Donahue

Mayor Curley was also told that at a "victory" dinner to Representative-elect Stephen J. Manning of Marlboro, held in that city last Friday night, Chairman Frank J. Donahue of the

Democratic State Committee is supposed to have directed criticisms at the Mayor when he said in his speech: "The Democrats of Boston are good Democrats as far as the rank and file is concerned. Unfortunately, they are cursed with a few leaders who think more of personal ambition and their personal fortunes than they do of the Democratic party and its principles."

The Mayor said: "I have heard of no criticism made by Mr Donahue. I am not concerned with what he has to say. He is not important enough to be considered."

MAYOR CURLEY SAYS TWO STRONG MEN GUIDE CUBA

By ROGER BATCHELDER

NEW YORK, Nov 30—Despite the fact that David I. Walsh, United States Senator from Massachusetts, recently reported that political affairs in Cuba were of desperate character, Mayor James M. Curley of Boston, who arrived here this morning on the Franconia, after a 12-day cruise of the West Indies, and an audience with President Machado and other Cuban notables, declared that he found nothing there to worry about.

"If the best men of the two factions would get together," said Mayor Curley, "it would be an excellent thing for the island Republic. There is, of course, intense feeling, but the true difficulties, largely magnified in importance in this country, because of censorship, are simple matters of Communist propaganda, such as one finds wherever there is a semblance of internal revolt."

Havana, Mayor Curley said, was outwardly as peaceful and quiet as any city that the member of a cruise might visit, and, unless the stranger delved into politics, he would find nothing to cause the slightest comment, the rioting of previous days by students having been stopped by vigorous action by the police and the Army.

Two Strong and Able Cubans

"One finds in Cuba two exceptionally strong and able men," declared Mr Curley, "Machada and Gomez. The task of stabilizing the country because of the depreciation of the sugar industry, and the individual depression that is everywhere prevalent have

brought differences in policy to the fore, and the Communists, with ample funds, were quick to grasp the situation, and cause unnatural ferment among the classes that were ready to start trouble for any reason whatsoever.

"The hostile element was not inspired internally to rioting, and the Government attacked a very definite problem in the same manner that has characterized other leaders in other days in that section of the world.

"The best interests of the Cuban people as a whole are being adequately served by the biggest men of the Republic. The President has made generous offers of employment on improvements which the future may justify. There is not the slightest chance of a revolution, despite the obvious damage done among the student body by the Communists, for the courageous administration has furnished enough employment to keep the people safe and sane. When men have work, there is no danger of serious revolt.

"The situation has been overstressed because the Federal Government has seen fit to take harsh measures regarding the normal civil Constitution—rights of free speech and assembly. Those naturally would cause bad feeling among a free people, but the Government considered them justified and has asserted the fact that they are of only temporary nature.

"Unless there were an extraordinarily good basis for such actions they would themselves defeat their aims and result in a victory for the insurgents. But I recalled the old Greek saying which indicated that a people could be judged by its public buildings. In no other place in America have progress and good faith been shown in such a short time as by the Cuban people, whose ideals are reflected by their administrative buildings."

Mayor Curley found his conference with President Machado most interesting, and he was impressed by the firm, intelligent reasoning of the head of Cuban affairs.

Mayor Curley, who was accompanied by his daughter, Mary, said that his 12-day cruise, taken with the thought of a needed vacation, had been an eminent success.

CURLEY TO GIVE LUNCHEON TO N. E. FAIR COMMITTEE

A luncheon to inaugurate progressive plans for the Citizens' Committee of New England's Own World's Fair will be given by Mayor Curley at the Copple-Plaza Nov 5, to more than 300 leading Bostonians from all walks of life.

Mayor Curley will explain in detail at the luncheon his elaborate plans for the successful culmination of this gigantic undertaking which is designed to exploit the diversity and the products of New England and to attract new people and new industries to this group of States.

Those who will gather have accepted Mayor Curley's invitation to spoil the New England States Exposition together with the city of Boston Commercial, Industrial and Publicity Bureau.

Post 12/1/30

CURLEY HOME TO START BIG JOBS

\$25,000,000 Programme for 1931 in City Improvements to Aid Job- less--Enthuses Over Cuba

Tanned and refreshed by his 12-day cruise in the West Indies, Mayor Curley returned home last night and immediately started preparations to launch the most extensive programme of public works in the history of the city, a programme to spend \$25,000,000 in 1931 in municipal improvements that will provide work for the jobless.

Outstanding among the convictions that the Mayor brought back from his tour to Bermuda and Cuba was the plan to meet the industrial depression with public expenditures to provide work for the unemployed rather than permit them to starve or become fertile fodder for communistic propaganda.

Generous expenditures by the Cuban government for public works, he said, more than anything else stopped the attempts of Communists to foment a revolution on the island, similar to the eruptions in several South American countries.

Given work, the unemployed turned a deaf ear to the promptings of the Communist invaders, said the Mayor, adding that when he left for home "there was no indication of unrest whatsoever in Cuba."

To Send Comm. Long to Cuba

In 23 days, he said, the Prado was converted from a dump into the most beautiful highway in the two American continents, North and South. So impressed was the Mayor by the developments made by the Cubans that he will send Chairman William P. Long of the Park Commission to Havana without delay to survey the parks and public improvements there and report what ideas may be adopted here.

Combining business with pleasure on his first vacation trip since he took office for the third term, Mayor Curley declared that President Machado of Cuba promised to send an exhibit to the New England States Century of Progress Exposition in this city next year. The Cuban president will also send the Cuban government band to play at the South Boston exposition, and if possible, he will come here himself to deliver an address next summer.

Praises Machado and Gomez

Of the Cuban President and Mayor Gomez of Havana, Boston's Mayor voiced his highest praise, asserting that their courage and far-sightedness in meeting the economic depression might well be an example to the public officials of every nation.

There were some rumblings against the cost of building great highways and constructing fine buildings, he said, but the great majority of the people approved the plan of pledging the country's future to the relief of the present emergency.

So the Mayor said that he was convinced that a \$25,000,000 programme of public improvements next year, together with the \$16,000,000 East Boston traffic tunnel and other developments already started, would provide sufficient work for the jobless next year, so far as Boston is concerned.

Aims to Rush Public Works

Starting today the Mayor will confer with his department heads at City Hall to decide on the public improvements which will be incorporated in the city's 1931 programme. While hesitating to go into detail until he makes his decision, the Mayor indicated that the improvements will include public buildings, parks and highways.

That the city may obtain the necessary authority from the State to conduct the proposed improvements, the Mayor will discuss the plans publicly without delay, informing the Legislature of the measures desired by the city the first of the year so that men may go to work in January rather than wait for legislative approval in June as in other years.

Much Improved in Appearance

After his sea voyage the Mayor declared that he was in perfect condition for a winter of hard work at City Hall. He certainly looked it as he alighted from the Merchants' Limited at 5:55 yesterday afternoon.

Gone from his face were the seams of care left by sleepless nights at his late wife's bedside at home and driving days of work at City Hall. His first sea voyage of the year filled out the hollows of his cheeks and he showed a gain in weight, even though the Mayor tried all the golf courses on the way. His daughter, Miss Mary Curley, as well revealed the benefit of the Caribbean sun, and City Treasurer Edmund L. Dolan, who completed the party, looked better for his rest from the drudgery of municipal finance.

Hurries Home From New York

Upon landing in New York yesterday morning from the Cunard cruiser Franconia, the Mayor was urged to stop overnight for a dinner in his honor by visiting members of the Irish Free State Delegation, but because of the necessity of launching his 1931 programme immediately, he started on the 1 o'clock train for Boston, after attending a Sunday mass at St. Patrick's Cathedral.

Stepping from the train at the Bay station he planted kisses on his four young sons, who had waited at the track for his arrival after an absence of almost two weeks. There were James, Jr., Paul, Leo and George. Then he posed for the press photographers and after a chat with reporters, motored home for dinner with his family and a night of work on his plans for next year at City Hall.

Backs Stand of Capt. Lydon

Chatting with reporters, the Mayor expressed his satisfaction with the manner in which his cabinet had carried on the municipal services during his absence. He reiterated that he stood solidly behind the campaign of Captain John J. Lydon, city soldiers' relief commissioner, to weed out the unworthy veterans who have been illegally obtaining relief from the city treasury. Under the law and his oath of office, Captain Lydon could do nothing else, the Mayor said.

Turning to his trip, the Mayor smiled. "Well, I suppose you want to know about the Cuban revolution? So far as I could see, there was no indication of unrest in Cuba.

Communism Balked in Cuba

"Cuba does not differ in any degree from every portion of our country so far as economic conditions are concerned, except that they are attending the situation with a greater degree of courage and with their faith of their conquests of the past.

"Stagnation caused by the depression in the sugar industry," said the Mayor, "has been met by great expenditures for public works to provide employment for the jobless. And if this work had not been carried out, communism would have taken a strong foothold in Cuba as it has in certain South American countries.

Protected Public Welfare

"Cuba," the Mayor explained, "was fortified by a strong man in President Machado and an equally strong public official in Mayor Gomez of Havana, son of the famous Cuban patriot.

"There was apparently little else for the President to do when student riots started than suppress the agency responsible for the threat to public welfare. He did that by closing the Communist paper.

"But two forces were operating to work injury to Cuba, namely, Communism and the winter resort propagandists who were always predicting dire events for the country," said the Mayor, adding "Were it not for the forward-looking political leaders and the generous expenditure of the government money on public works, Communism would have gained a stronghold in Cuba.

Enthuses Over Havana

"Though there have been some rumblings over the generous expenditures, the vast majority of the people are daily witnessing the wisdom of the policy of shutting out Communism and unrest by providing employment and full dinner pails for the people," the Mayor declared.

The Mayor glowed over the Havana golf links as the best he had ever played, and contended that for beauty and adornment the Cuban national capital surpassed any other in the American continents. When questioned as to the manner in which the buildings would be paid for, the Cuban President explained that, like Napoleon in rebutting the arguments against a lavish capital at Paris, he felt that the millions who came to see the beautiful buildings would pay for them.

Havana was a real paradise, the Mayor stated, insisting that the

HERALD 12/1/30

stantially wholly a part of Boston or contiguous thereto.

"Boston has a great natural harbor. The facilities which have been provided by enterprising railroads, steamship companies and by the city and commonwealth itself are of high standards. Notwithstanding that such facilities have been supplied and that New England manufacturing plants have been busily engaged in the production of high-grade goods of all descriptions which seek markets, the exports via the port of Boston have not been growing; on the contrary, there have been some declines. Boston lies nearer the water to the great foreign ports of the world than does New York or the other American ports. This advantage has been overcome and lost largely through the fact that Boston has not enjoyed a freight rate which takes into consideration the economical matter in which it is practicable to transfer freight from the railroad car to the ship. The consequence of this is that ships do not come here or perhaps more specifically do not sail from here to the extent that we think out natural advantages, nearness to foreign ports, modern steamship facilities and the productivity of our manufacturing plants ought to warrant. A considerable part of the difficulty arises from the phenomenal growth of the great city of New York with the influence which its wealth and size naturally exert in combination with the unreasonable and certain concession which have been made in the shape of free service.

"To this end I directed the corporation counsel of the city of Boston to prepare a petition of intervention in the case brought by the state of New Jersey bringing in issue the matters I have just referred to and also directing the filing of a complaint touching the same issues in order that the commission might lawfully accord Boston the affirmative relief to which I believe the evidence will plainly show we are entitled, and which relief if granted, will result in economic benefit to the whole of New England, to the whole of the country so far as New England's influence reaches. I believe that the development of steamship service which the establishment of a proper relationship in rates will undoubtedly bring about will aid in the up-building of the port of Boston and the restoration to it of the traffic which ought to flow through it and will be without detriment and indeed may be of aid to the city of New York itself.

"I believe such a readjustment as our evidence will show ought to be brought about will be a great advantage to the railroads of New England and even those in other sections. This is a matter to be given earnest consideration, because the transportation problem, as the commission well knows, is one of acute concern at the present time."

"Would you regard any rate adjustment which deprived Boston of the benefit of the use of direct transfer from railroad to ship as injurious to the port of Boston?"

"I would."

TRAVELER 12/1/30

\$25,000,000 Plan Underway to Provide Work for Hub Idle

Mayor Curley, Just Back from Bermuda, Calls Conference to Speed Work on Legislative Approval of Scheme

A conference with city department heads to arrange for legislative approval of an expenditure of \$25,000,000 by the city for unemployment relief was to be held by Mayor Curley at his office today.

Plans for action at once to help the

jobless were made upon the mayor's arrival home last night from a trip to the Caribbean. He declared he would stand for no delay. Of the sum to be asked, it is expected a large part will be used for road construction, improvement of the park system and new bridges.

The budget will be presented in a few days. It is expected that action will be taken soon after the new year begins. The unemployment expenditure will be the largest amount ever budgeted by the city of Boston for public works.

While the mayor has been away the department heads of the city have prepared the most extensive road building and public works construction program yet attempted by the city, and it is this program that the mayor will study and prepare for presentation to the Legislature.

Discussing conditions, Mayor Curley said on arrival home:

A study of conditions in Cuba and the Bermudas convinces me that the millions of dollars spent there for roads and public buildings was all that saved those centres from revolutionary outbreaks such as South American republics experienced.

STUDY OF CUBAN PARKS

The Cuban government is at present bothered with the same problems and conditions as the United States. Conditions there are little different except that they have attacked the situation with greater faith than we have in the states. Its capital, Havana, is the model city of the North American continent through a public works building program that has left no fertile field for growth of communism.

So impressed have I been with municipal planning there that I will ask for a study of the system by Park Commissioner William P. Long. It is my intention that he go to Havana and, where possible, incorporate the roads and parks system for duplication here in Boston. The beauty and soundness of public works construction astounded me after my memory of that city on my last visit 15 years ago.

Of course, there have been rumblings about expenditures at Havana, especially on the construction of the presidential palace and the City Hall, but the answer has been solved in a true Napoleonic manner. When Napoleon's minister of finance asked him who would pay for his program of building, he answered: "The people who are to admire it."

Mayor Curley, in company with daughter, Mary, and City Engineer, Doan, arrived at Back Bay from New York at 6 o'clock. Here they were greeted by...

TRANSCRIPT 12/1/30 Pushes Governor Island Lease to Boston Secretary of War Hurley Drafts Bill to Authorize Transaction

Special to the Transcript:

Washington, Dec. 1.—Secretary of War Hurley today sent to Speaker Longworth the draft of a bill to authorize the War Department to lease Governor's Island to the city of Boston. "The city of Boston," Hurley writes, "has constructed on the mainland opposite Governor's Island, a municipal airport, and is desirous of extending the same by filling in such manner as to include Governor's Island and the underwater lands of the United States pertaining thereto."

"The city of Boston reports that it is prepared to expend a large sum of money upon this project, which expenditure will tend to relieve the unemployment situation in that vicinity. The improvement will doubtless be in the interests of the city, and if authority is given to the Secretary of War to lease the property to the city under the terms proposed by this act, it is believed that a satisfactory arrangement can be effected, which will enable the project to be carried to completion and at the same time serve the interests of national defense."

Hurley points out the bill will not create any charge against the United States Treasury. The draft bill authorizes the Secretary of War to readjust and establish boundary lines between the property of the United States and the projects of the city of Boston.

SHARP WORDS FEATURE HUB RATE HEARING

Mayor Curley Leads off; Apologies Re- store Calm

By HAROLD BENNISON

A whole series of verbal pyrotechnics set off by Mayor Curley enlivened today's Interstate Commerce Commission hearings on Boston's plea for lower freight rates, and finally threw that hearing into an uproar.

MUTUAL APOLOGIES

Objections of counsel from New York, Philadelphia, Baltimore and other interested parties, references to politics, a couple of attacks on the Republican party—motions that all such references be stricken from the record—together with a series of sharp attacks by Mayor Curley on Atty. Wilbur LaRoe, who now represents the port of New York and who formerly represented Boston, kept the opening session in continuous pandemonium. Mutual apologies were finally given.

The hearing is upon Boston's plea for lower freight rates than those enjoyed by New York and is being held in the library of chamber of commerce.

Atty. LaRoe represented Boston some years ago when Boston sought the abolition of the freight rate differential. After Mayor Curley had made a statement, Atty. LaRoe started a cross-examination, but was informed in answer to one question that Boston "had unfortunately employed you (meaning LaRoe) to handle that situation for us."

CURLEY AND LAROE CLASH

Atty. LaRoe at one time asked Curley this question: "Why has Baltimore and Philadelphia a freight differential?"

Mayor Curley—We unfortunately paid you to find out the answer to that question and hence I cannot answer it.

LaRoe, however, kept on with his questioning, until Corporation Counsel Samuel Silverman rose to object, and asked LaRoe: "Are you testifying?"

Atty. LaRoe continued, whereupon Atty. Silverman objected on the ground that LaRoe was unethical, as he was using information obtained while acting as counsel for Boston in a capacity adverse to Boston.

Atty. LaRoe asked Mayor Curley if exports of corn from Boston had not greatly diminished.

"I understand so," said Mayor Curley. "I understand it is more profitable to distill it now than to export it."

"Mayor Curley," pressed Atty. LaRoe, "isn't it true that ships come to Boston

and discharge a cargo here only for New England and proceed to other ports to discharge other cargo for the Middle West? If that is true, why does that situation exist?"

"We employed you for five years to find that out," retorted Mayor Curley, "but you didn't find out."

Objections to the line of questioning were made continuously by Atty. Silverman and Johnston B. Campbell, who represent Boston, but Mayor Curley ignored their objections many times and insisted on firing more hot shot at his questioner.

FLOOD OF OBJECTIONS

Mayor Curley sarcastically compared Atty. LaRoe's efforts to abolish the freight rate differential between Boston and Philadelphia and Baltimore as "not a noble experiment, but a costly one."

Various lawyers—and the hearing-room was crowded with attorneys representing various interests—began to object. One remarked that he objected to paying for a copy of a record which continued such testimony.

In explaining the reason for Boston's decline as a cargo port, Mayor Curley gave as one reason "the failure of the Republican party to develop the kind of leadership needed for a live country."

This and similar characterizations of a political nature led to rejoinders from various counsel. G. Coe Farrier, assistant city solicitor of Philadelphia, remarked that he was with Boston in its fight against the "subsidy" now enjoyed by New York but added that he was a Republican and hesitated to join forces in the face of such an attack.

Mayor Curley remarked that Boston had a non-partisan form of government, whereupon Atty. Campbell remarked that he was a Republican and invited the aid of Philadelphia against New York.

The less spectacular part of the session concerned Boston's decline as a cargo port, Mayor Curley saying that Boston was now merely a port of call like "islands between here and South America." He blamed "discriminatory rates established by the I. C. C." as one of the causes for Boston's decline.

WHAT BOSTON SEEKS

The case now being heard is a plea made by Boston against New York. Previous fights by Boston have concerned the rate differential of two cents a ton enjoyed by Philadelphia and New York. Boston railroads can go on to Boston docks and unload cargo directly into ships. In New York, freight is unloaded in New Jersey and lightered to New York. The expense of that lightering is borne by the railroads. Boston seeks a reduction of freight rates to Boston of goods for export on the ground that no such lightering expense is necessary in Boston.

Philadelphia and Baltimore are also concerned in the fight against New York, but wish to hold their present freight differential.

Mayor Curley, in his direct examination, said:

"The city of Boston of which I have the honor to be the Mayor, has played a tremendously important part in the history of the American commonwealth, commercially, industrially and politically. The contribution of its people to the welfare of the nation has been of the very highest order. It is unnecessary for me to elaborate that theme, it is only too well known to this commission, but it is fitting that reference to it should be made, because we come before this commission in the hope that we may show to it not an emotional appeal, nor some effort to secure reward for the devotion of our

people to the furtherance of American ideals and purposes but that there is an economic justification for the restoration of the port of Boston to the place which it once occupied. That due to artificial adjustments in the rates and the according of privileges and services without separate charge at the port of New York, the port of Boston has been greatly and unfairly disadvantaged.

NEW ENGLAND ROADS

"The rendering of these services free and granting of privileges have been forced upon the railroads at the port of New York through competition and through other conditions, the latter of which in themselves give New York all the assistance in the upholding of the trade of its port, without their needing to rely on or having the slightest claim to expect that to them will be added artificial advantages.

"Our own New England railroads, in this situation, have occupied a difficult position. They have a much smaller traffic of heavy loading raw materials, though the manufacturers located throughout New England are large customers of other sections of the country for these and hence not only contribute to the business of the sellers of such raw materials, but add to the already large volume of these classes of freight which the railroads of other sections handle. The result is that our own railroads have found that their own revenues needs have prevented granting to the port of Boston this wholesale distribution of privileges, free services and concessions, which have been accorded at the port of New York. Or perhaps it would be more proper to say that the railroads serving the port of Boston have made investments and developed their facilities along such lines that the granting of economical service does not have to take the form of arbitrary and artificial concessions. These matters I can speak of only in the most general way. Our other witnesses will deal with these more specifically.

Greater Boston, and by that I mean the metropolitan district created for the inclusion of territory for parks, water and sewerage purposes, embraces some 43 cities and towns. The population of these communities in 1930 was 1,955,235, and they occupy an area of 457 square miles. Within this territory there are located in the neighborhood of 5000 separate factories. The value of their products totals the imposing sum of considerable over a billion and a quarter of dollars.

"This metropolitan area is one of intense commercial and industrial activity. It is beyond this, the seat of noted cultural and educational institutions; the culture, spirit and temper of the people of these communities are deserving to attract the attention, and in my opinion do attract the notice of all who have occasion to come in intimate touch with us. With respect to the several communities which comprise the metropolitan district, I understand that the mayors of some of them are to testify in behalf of their respective situation. I can say, speaking for the City of Boston, that the activities of the cities and towns comprising the metropolitan district are so interwoven, there is such mutual interdependence, that from the point of view of commercial and industrial interest, they are proper to be regarded as substantially one community.

BOSTON PROPER

"The City of Boston proper occupies about 44 square miles, with a population of 763,451, and is the location of the financial centre of the metropolitan district. The harbor, which is one of its outstanding assets, is

goods of all descriptions which seek markets, the exports via the Port of Boston have not been growing; on the contrary, there has been some decline. Boston lies nearer the water to the great foreign ports of the world than does New York or the other American ports. This advantage has been overcome and lost largely through the fact that Boston has not enjoyed a freight rate which takes into consideration the economical matter in which it is practicable to transfer freight from the railroad car to the ship. The consequence of this is that ships do not come here or perhaps more specifically do not sail from here to the extent that we think our natural advantages, nearness to foreign ports, modern steamship facilities and the productivity of our manufacturing plants, ought to warrant. A considerable part of the difficulty arises from the phenomenal growth of the great city of New York with the influence which its wealth and size naturally exert in combination with the unreasonable and certain concessions which have been made in the shape of free services.

"The struggle between the ports in the effort to secure recognition of the advantages which they separately possess has been frequently before the Commission but at no time, as I understand the matter, has there ever been squarely presented to the Commission the questions connected with the absorbing by the railroads serving the port of New York of the cost of large services which under the conditions under which the port operates it is necessary that it be performed by some one. I felt it to be my duty to do what I possibly could to see that advantages which the port of Boston possesses are brought adequately to the attention of the Commission and that so far as practicable I have directed that there be afforded means to present to the Commission the facts to show how our natural advantages have been overcome through enormously valuable services which are rendered free of charge by the railroads at the port of New York and which are either not required to be rendered at the port of Boston or are not in part charged for, in order that the Commission may see the propriety of making suitable differentiation between the rates to the two ports which will accord to Boston the benefit of the advantages which it manifestly has over the port of New York."

Petitions to Intervene

Thirty attorneys representing the various defendant carriers, as well as numerous witnesses and others interested in the case, also were present. Immediately after the opening of the hearing petitions for leave to intervene in the case were filed by the Commonwealth of Massachusetts, the State of New Jersey, the New Jersey Traffic Advisory Committee, the Associated Industries of Massachusetts, the transportation committee of the Allied Commercial Organizations of Philadelphia, and the city of Philadelphia.

While the Boston complaint is directed primarily against New York it developed during the hearing, that the Baltimore port differential is also under attack. This became known when John Phillip Hill, representing the port of Baltimore as counsel, asked Mayor Curley directly during his cross examination if Boston were attacking the Baltimore port differential. The mayor demurred and the question was answered by Attorney Campbell who replied that Boston is making such an attack in the present case.

Before Mayor Curley testified, Richard

Parkhurst, secretary of the Boston Port Authority, the first witness, traced the development of the port from its earliest history and testified that \$37,609,000 had been spent by the State and Federal Governments to extend the port's efficiency. Joseph F. Wilber, Boston consulting engineer, who made a survey of the port facilities here, was next called, but after giving testimony to qualify himself as an expert witness, deferred his testimony until Mayor Curley had entered his statement into the record.

The afternoon session opened with heated discussion similar to that of the morning, opposing counsel continually interrupting one of the witnesses and the examiner had to call a halt to determine a method of procedure for the avoidance of further delay.

AMERICAN 12/1/30 WRECKERS TO TEAR DOWN BUILDINGS ON SITE

New East Boston Vehicular
Tube to Cost 16 Millions;
Rested After Trip

Mayor Curley, fresh from his Southern voyage, resumed his official duties today and shortly afterward announced that actual work on the \$16,000,000 East Boston vehicle tunnel project will start tomorrow.

This work will consist of the tearing down of buildings on Porter st., East Boston, between Havre and London sts., and will be done by the New York Building Wrecking Company, of Boston.

LITTLE COURT ACTION

Col. Thomas F. Sullivan, chairman of the transit board, informed the mayor that more than 90 per cent of all the landtakings in connection with the construction of the tunnel and its approaches will be settled without court action.

The Mayor was also occupied today with further consideration of his plan to ask the legislature for permission to expend \$25,000,000 on a program of road building and public works for relief of unemployment and industrial depression.

He appointed 10 clerks for the assessing department, for three months, at a rate of pay of \$1500 a year, and 16 rodmen for the Public Works Department, for three months at \$18 a week. He signed the retirement papers of Sergt. Michael Hurley, of the city prison, who has reached the age of 65.

TELLS ABOUT TRIP

Asked about his trip, the Mayor, who is sunburned and apparently in excellent health, said:

"Well, I didn't get as much rest as I expected. The people were so generous and anxious to make things pleasant. The ocean travel was great and I wasn't seasick, although we had three very rough days in which I passed up a couple of meals just to be safe.

"I enjoyed golf and other relaxation and incidentally didn't see any drunkenness in Cuba. I suggested to President Machado of that country that he might well stage a Pan-American exposition every year, making Havana the meeting place of the people of North and South America."

Clashes Feature Boston Attack on "Unfair" Rates

Curley in Exchange with New York Port Official at I. C. C. Hearing

Clashes between opposing counsel caused an uproar today at the hearing before the Interstate Commerce Commission at the Chamber of Commerce Building on the complaint of the city of Boston and the Boston Port Authority against the New York Central and other railroads which are alleged to discriminate against this port and give preference to New York by performing free lighterage service on freight shipped to that port.

The clashes occurred during the cross examination of Mayor James M. Curley, the principal witness after the hearing opened before Earle M. Steer and Peter C. Paulson, examiners of the Interstate Commerce Commission, and Benjamin T. Elmore, statistical analyst of the Commission. The mayor had testified that from its position as one of the principal ports in the United States, Boston had declined steadily since the passage of the Interstate Commerce Act until it was in danger of becoming only a port of call. He attributed this decline to the differentials in favor of New York and other ports.

When the mayor completed his direct testimony questions were directed toward him by Wilbur LaRoe, counsel for the Port Authority of New York, and former counsel for the Maritime Association here in its fight against the differentials. Mr. LaRoe asked:

"Mr. Mayor, you have for some time been familiar with the discrimination against Boston. Do you subscribe to the claim made some time ago that grain cargo is most necessary to the commerce of the port?"

"I believe any cargo is welcome but that grain commerce attracts more shipping due to its easier handling," the mayor replied.

"Do you know the national problems well enough to state what is responsible for the decline?"

"I should say the establishment of the Interstate Commerce Commission."

"I do not recall," said LaRoe, "any blame having been placed against the Interstate Commerce Commission during the whole procedure."

"I did not blame the Interstate Commerce Commission, but stated that the decline was noticeable soon after its establishment," the mayor answered, "and we believe it is due to discriminatory rates against Boston."

"When the previous procedure was brought was the burden of failure of more and Philadelphia?"

Johnston B. Campbell, former chairman of the Interstate Commerce Commission and special counsel for the complainants, objected to the question and Mr. LaRoe stated that the question was put to determine whether Boston joined with New York in the fight against Baltimore and Philadelphia. Examiner

Steer said that the witness might answer the question.

"I believe we did so upon your recommendation," the mayor replied to LaRoe, "which I should say was not a noble experiment but a costly one."

LaRoe then asked several questions pertaining to the mayor's knowledge of the rates and Mr. Campbell and Samuel Silverman, corporation counsel for the city of Boston, objected on the ground that the witness already had stated that his testimony would be general and that experts had been employed to answer specific questions regarding technicalities.

Becoming Port of Call

"Are you aware of the fact, Mr. Mayor," LaRoe then asked, "that for a great many years vessels have been calling here and discharging small cargoes for New England consumption and then going to Philadelphia and Baltimore for discharging the heavier cargoes for shipment to the Middle West?"

"I know that we have been gradually becoming merely a port of call and have very nearly reached the vanishing point," replied the mayor.

"Mr. Mayor, do you know why vessels land some cargoes here and the remainder at other ports for shipment to the West?"

"I think we employed you for five years to find that out," answered the mayor, "but it was a complete failure."

"I would like to ask you another question regarding your reference to the commercial advantages of this port not receiving due consideration?"

"I refer to its nearest European ports," the mayor said.

"When you state that the Interstate Commerce Commission has not recognized the advantage of your port what do you mean?"

Attorney Campbell objected to the question and the witness did not answer. LaRoe then asked, "What advantage has the port of Boston over North Atlantic ports regarding rail conditions?"

"Our natural advantage is overcome by lighterage rates at the port of New York," said the mayor.

In answer to one of the questions, the mayor answered by telling LaRoe that "unfortunately we engaged your services."

Numerous objections were raised by attorneys representing the various defendants to the mayor's answers and one asked that the testimony be stricken from the record.

In answer to a question as to the cause of Boston's decline as a port Mayor Curley gave as one reason the "failure of the Republican party to develop the kind of leadership needed for a live country."

This brought the objection of G. Coe Farrier, assistant city solicitor of Philadelphia, who said that while he was with Boston in its fight to abolish the "preference and subsidy given to the port of New York," he hesitated to join forces with this city as a Republican in view of the attack on that party.

T. H. Burgess, representing the Brooklyn Chamber of Commerce, precipitated another series of objections when he undertook the cross examination of the mayor, asking him about his knowledge of the lighterage service performed by the railroads in New York. The mayor said that this service was a matter of common knowledge, and Burgess said that it was the first time that he had ever heard the free lighterage service was performed in New York.

"You are the only man I know who never heard of it," the mayor remarked. In response to another question, the

mayor said that so far as he knew there had been no change in recent years in what he characterized as free lighterage service in New York harbor.

After the mayor's cross-examination was concluded Joseph F. Wilbur, Boston consulting engineer, who interrupted his testimony while the mayor took the witness stand, resumed his testimony. He explained in detail the railroad and steamship facilities and services of the port and introduced as exhibits maps and copies of a report of a survey which he made in connection with this case.

"Since the adoption of the Interstate Commerce Commission Act," Mayor Curley said in addressing the examiners, "we have witnessed its extermination as a port. Prior to the act, Boston was an important port. Grain shipments once were 35,000,000 bushels a year, but last year they had declined to 2,500,000 bushels, although the population had increased one-third, the assessed valuation of the city doubled, and its industries quadrupled. Under the policy of discriminatory rates we have continued to go down hill until we have almost reached the vanishing point."

The mayor said that he was not making an emotional appeal, but that there was economic justification for the restoration of the port of Boston to the position it once occupied. He said he did not contend that Boston should be first among the cities of the United States, but that he did contend that with a fighting chance Boston could be relied upon to come into its own again without doing any injustice to any other section of the country.

"Due to artificial adjustments in the rates and the according of privileges and services without separate charge at the port of New York, the port of Boston has been greatly and unfairly disadvantaged," the mayor declared. "The rendering of these services free and the granting of privileges have been forced upon the railroads at the port of New York through competition and through other conditions, the latter of which in themselves give New York all the assistance in the upholding of the trade of its port, without their needing to rely on or having the slightest claim to expect that to them will be added artificial advantages. Our own New England railroads, in this situation, have occupied a difficult position. They have a much smaller traffic of heavy loading raw materials, though the manufacturers located throughout New England are large customers of other sections of the country for these and hence not only contribute to the business of the sellers of such raw materials, but add to the already large volume of these classes of freight which the railroads of other sections handle. The result is that our own railroads have found that their own revenue needs have prevented granting to the port of Boston this wholesale distribution of privileges, free services, and concessions, which have been accorded at the port of New York. Or perhaps it would be more proper to say that the railroads serving the port of Boston have made investments and developed their facilities along such lines that the granting of economical service does not have to take the form of arbitrary and artificial concession."

No Growth Despite Improvements

"Boston has a great natural harbor. The facilities which have been provided by enterprising railroads, steamship companies and by the city and Commonwealth itself are of high standards, notwithstanding that such facilities have been supplied and that the manufacturing

POLISH-AMERICANS HONOR WASHINGTON AND KOSCIUSZKO

National Alliance Places Wreaths at Monuments in Public Garden—Observance of 50th Anniversary of Society



MEMBERS OF POLISH NATIONAL ALLIANCE DECORATING KOSCIUSZKO MONUMENT IN PUBLIC GARDEN

Hon Joseph A. Conry, one of speakers, is standing at left side in picture.

Several hundred members of the Polish National Alliance gathered in Boston yesterday to do honor to Washington and to Kosciuszko, and to observe the 50th anniversary of the founding of their society, an organization composed of about 300,000 persons of Polish blood throughout the United States.

The day's observance began with services at St Mary's Church, South Boston, after which a banquet was served, at noon, in the parish house.

Shortly after 1:30 p m the leaders of the group gathered at the equestrian statue of George Washington in the Public Garden, and a huge wreath was laid at the foot of the pedestal by Kasimir Sypniewski of Chicago, censor of the Alliance. Sypniewski spoke briefly in both Eng-

lish and Polish, declaring Washington to have been one of those great men whose example, if faithfully followed, would carry any person to great heights of achievement.

Following the exercises at the Washington monument, the group adjourned to the Kosciuszko monument on the Boylston-st side of the Public Garden, where another wreath was deposited.

All-Afternoon Meeting

After these ceremonies, which were impressively carried out with massed colors and a uniformed guard of honor, an all-afternoon meeting was held in Franklin Union Hall, on Berkeley st, with about 1500 persons present. Among the speakers at this meeting were Pres John Romaszewicz of Chicago, president of the Alliance, censor Sypniewski, Hon Joseph A. Conry, Maximilian West of Boston and Maximilian Powicki of Lynn, ex-State commissioner of the Alliance.

Another feature of the afternoon meeting was singing by the "Choir Lira," a mixed chorus of 45 voices, with all the singers in Polish costumes.

Following the afternoon meeting, some of the delegates went to New Bedford and some to Salem, where evening meetings were held in honor of the anniversary.

There are about 9000 members of the Alliance in Massachusetts.

Conry Represents Mayor

Hon Joseph A. Conry, representing Mayor Curley, accepted the wreath on behalf of the city, thanking the Polish-American citizens for their tribute to a great American and recalling at the same time the value to the community of American citizens of Polish blood.

Conry also told the gathering, particularly the members of Pulaski Post 269, American Legion, composed of



Back Home

Mayor Curley and his daughter, Mary, shown as they arrived on the S. S. Franconia yesterday after a cruise in the West Indies. The two made a short stay in Bermuda as part of their tour.

AMERICAN 12/1/30



MAYOR CURLEY

RESTED BY TRIP to southern waters, Mayor Curley fired the opening gun in Boston's fight for new differential rates before the Interstate Commerce Commission at the Chamber of Commerce building

BENJAMIN T. ELMORE EARLE M. STEER PETER C. PAULSON

today. The picture at the left shows Mayor Curley, the first of nearly 100 witnesses testifying before Earle M. Steer, Peter C. Paulson, commission examiners, and Benjamin T. Elmore, statistical

MAYOR IN TILT AT OPENING OF RATE HEARING

A storm of bitter verbiage opened Boston's battle for port differential rights today before examiners for the Interstate Commerce Commission at the Chamber of Commerce.

The hearing was called to hear claims that the Port of Boston is suffering loss of business that goes to New York, Baltimore and Philadelphia through unequal railroad rates.

MAYOR IN CLASH

Mayor Curley led nearly 100 Boston witnesses and proved the most fiery witness today in a series of tilts with Wilbur LaRoe, representing New York interests.

The liveliest clash came when LaRoe tried to get the Mayor to admit that Boston and New York once joined hands against the other two cities and today were opposed.

Over Corporation Counsel Samuel Silverman's objection, that was waived aside by Curley, the Mayor said:

"I think we were poorly advised that time and you were our attorney."

POLITICS BARRED

An element of politics was injected into the hearing until Earle M. Steer and Peter C. Paulson, commission examiners, ruled that it was not material whether or not the Interstate Commerce Act was enacted during a Republican or Democratic administration.

"Do you know why vessels make Boston only a port of call, as you claim, and then go to Baltimore and Philadelphia?"

Curley was asked by LaRoe.

"I don't know," the mayor replied. "We employed you for five years to find out and we didn't find out."

A score of technical questions were asked Curley and each one was objected to by Silverman and Johnston Campbell, associated in Boston interests.

Curley attempted to answer and did answer many, in spite of the objections of his own counsel.

ONCE GREAT PORT

Before his cross-examination, Curley reviewed the loss of business to the port and emphasized that his appeal for fair rates was not emotional, but economical.

"The decline of the port has been co-incidental with the establishment of the Interstate Commerce act," he said.

"It was once a great cargo

Speeds Relief for Jobless



MAYOR JAMES M. CURLEY pictured at his desk in City Hall this morning after a vacation trip to Cuba. The mayor is studying the \$25,000,000 public works program, prepared during his absence as an unemployment relief measure. (Staff photo.)

port but is rapidly becoming a port of call. We once moved 35,000,000 bushels of grain through here but last year the total was only 3,500,000 bushels.

The case was opened before the two examiners and Benjamin T. Elmore, statistical analyst, with Campbell, a former member of the Interstate Commerce Commission, outlining Boston's case.

Richard Parkhurst, secretary of the Boston Port Authority, told of the early history of the port and Joseph F. Wilber, Boston engineer, described the facilities of the port.

G. Coe Farrier represented Philadelphia and John P. Hill appeared for Baltimore.

Boston's objection is based on an allowance to other ports by railroads for rail to water hauling that is allowed by the commission while shippers here must bear the added expense.

CURLEY AIDS FIGHT FOR BOSTON'S PORT

Railroad Services at New York Called Unfair Discrimination

The first step in an organized effort by the Commonwealth of Massachusetts, the city of Boston and the port authority of Boston to bring permanent prosperity to New England and restore the port of Boston to its former strong position among the seaports along the Atlantic Coast, was taken today with the opening of hearings in the library of the Chamber of Commerce this morning before the Interstate Commerce Commission on the complaint of the city of Boston and the port authority against the New York Central Railroad Company et al, alleging unfair discrimination against the port of Boston.

Examiners Earl M. Steer and Peter C. Paulson and statistical analyst E. T. Elmore, representing the I. C. C., heard the evidence.

Samuel Silverman, corporation counsel for the city of Boston, conducted the case for the city of Boston and the port authority, assisted by attorney Johnston B. Campbell of Washington, D. C., formerly chairman of the I. C. C., who conducted the expert side of the case.

Score of Noted Lawyers

There were more than 100 interveners, representing interests all along the Atlantic Coast, represented by a score or more of the most prominent attorneys in the country in transportation cases.

Among the earliest interveners was the Commonwealth of Massachusetts, represented by an assistant Attorney General.

Many industrial and commercial organizations of the communities along the Atlantic Coast, traffic associations, railroads, Chambers of Commerce and the port authorities along the coast filed interveners today.

In brief, the complaint is that the defendant railroad, having terminals on Manhattan and the New Jersey shore, bears the expense of lighterage, floatage and trucking service at the port of New York and refuses to perform such services at the city and port of Boston. The railroad refuses, says the complaint, to establish lower rates for the lesser services performed at Boston, and by reason of the foregoing the said defendants give undue and unreasonable preference and advantage to the city and port of New York. This, it is alleged, violates Section 3 of the Interstate Commerce act.

Parkhurst First Witness

Richard Parkhurst, secretary of the Boston Port Authority, was the first witness, reading a history of the port of Boston.

Secretary Parkhurst's talk showed



(Photo by Harris & Ewing)
JOHNSTON B. CAMPBELL

Counsel at hearing before Interstate Commerce Commission representatives

the tremendous sums of money, running into millions, expended by the city, State and Federal Government in making the port of Boston one of the best in the world, while at the same time he pointed to the failure to utilize these outstanding facilities because of the alleged unfair discrimination.

While waiting for Mayor James M. Curley to arrive, J. E. Wilbur, a Boston consulting engineer, associated with Hubbard & French of this city, was called.

More than 100 exhibits, consisting of maps and statistical reports illustrating the testimony, were introduced while Joseph F. Wilbur was testifying.

Mayor Curley's Testimony

Mayor Curley arrived during the intermission and the hearing was immediately reopened and he was sworn as a witness.

Mayor Curley testified regarding his various terms as Mayor. He said that he was not a railroad or rate expert, but that he had studied the transportation facilities and needs of the city of Boston and had furnished the money with which to carry on the fight.

The Mayor recounted how a few years ago 35,000,000 bushels of wheat were shipped through the port of Boston, while today, less than 5,000,000

bushels are shipped through the port.

"From the beginning," he said, "we had been a cargo port, but we have become a port of call, like some of the smaller island ports."

Mayor Curley said that everybody knows New York is suffering from congestion and Boston could relieve this congestion, to afford New York some relief and at the same time afford Boston the relief it needs and now asks for.

Mayor Curley expressed the opinion that the creation of the I. C. C. was one of the real reasons for the decline of the port of Boston, taken along with the failure of the Republican party to display the necessary brand of leadership.

MAYOR CURLEY MAKES APPOINTMENTS

Most of Positions Are Temporary

Mayor Curley, on his return today, made a number of appointments, mostly temporary. He appointed 10 additional clerks in the assessing department at \$1500 a year, 16 rodmen for three months at \$18 a week, as well as the following:

Frank H. Malley, 4 Westminster terrace, Brighton, at \$2400, and William C. Kurtz, 133 Peterboro st., \$2300, Planning division; Henry Benson, \$2400, and Everett Isaacs, \$2100, electrical draftsmen on the East Boston tunnel; Paul C. Buckley, \$1600, Public Works Department; Francis J. McLaughlin, \$1500, traffic department, and Charlotte Driscoll and Florence Herter, stenographers.

APPROVES RETIREMENT OF TWO POLICEMEN

Papers for retirement from the Boston Police Department, of Serg. Michael R. Hurley and patrolman Hugh O'Neil were approved today by Mayor Curley.

CURLEY MOVES TO AID JOBLESS

Preparing 1931 Building
Program That May Call
For \$25,000,000

DEPENDS ON ACTION OF LEGISLATURE

Mayor Curley returned to work yesterday to devote himself assiduously to the preparation of a 1931 construction program which will be based on a determination to stretch municipal facilities to the limit in order to make possible a major contribution to unemployment relief.

A definite program is expected to be completed for presentation to the city council for acceptance this year, thereby permitting the filing of necessary petitions for legislative enactments prior to the inauguration of the Legislature.

Beyond a school construction program, the continuation of the policy of laying out and constructing new streets, the reconstruction of old thoroughfares, and tentative provision for completion of the building program at the City Hospital, no decisive action has been taken to outline the projects which are intended for completion in 1931.

MAY AGGREGATE 25,000,000

While Mayor Curley has indicated that the program may involve \$25,000,000, the designation of any total of expenditure for permanent improvements merely represents what the mayor believes department executives will recommend in the various budgets which he expects to receive within the next few days.

It is always the practice of department heads to ask for far more than they expect to obtain and this year does not appear to be any exception to the policy.

The 1931 program will be dependent, to a major degree, on the attitude of the Legislature. This year Mayor Curley was accorded generous treatment, with the result that far more money—more than \$3,000,000—than it has been possible to expend was authorized for street projects.

In addition to this unexpended balance, there is the \$1,000,000 Charles street widening which is scheduled to be started very soon, the \$1,100,000 widening of Centre street, which is awaiting Legislative action to reduce the width of the thoroughfare from 100 to 80 feet; the East Boston tunnel project, and the extension of the Boylston street subway under Beacon street to a point closer to the Brookline line.

What new expenditures the Legislature will be asked to approve next year have not yet been determined. The mayor hopes to reach a decision very quickly and if he is not denied the co-operation he will seek, the 1931 program of construction projects will far surpass the record-breaking schedule of the present year.

SEEKS FEDERAL ANTHRACITE PROBE

City Council Urges Curley to
Ask Price Investigation

A federal investigation of the prices of anthracite coal in New England is the objective which Councilman John F. Dowd of Roxbury hopes to attain through action by the city council and by Massachusetts senators and congressmen.

An order was adopted by the council

yesterday asking Mayor Curley to request President Hoover to authorize an investigation, and similar requests were made by Dowd upon all Massachusetts representatives in Congress.

In support of his move Dowd charged that anthracite coal is sold to consumers in Chicago at slightly less than \$11 per ton, while the prevailing New England retail price is \$16.50. He stressed the fact that New England is nearer the mines than Chicago and other western cities, which he claimed are enjoying prices far below the New England rates.

DOUBLES PRICE ON PLAYGROUND SITE

Council Sends Order Back to
Committee

After raising to \$200,000 the upset price of \$100,000 placed by Mayor Curley on 66,000 feet of land at Chestnut Hill and Commonwealth avenues, used for years as a playground, the city council yesterday, with enough votes available to reject the mayor's order of sale at public auction, recommended the matter to the committee on public lands.

The committee submitted a negative report to the council but Councilman Dowd of Roxbury, who joined with Councilmen Wilson and Fitzgerald in the committee's decision, offered an amendment which doubled the upset price which had been under consideration.

Before the council responded favorably to the appeal of Councilman Wilson to return the order to committee Councilman Kelly of Dorchester, whose anti-administration views have been repeatedly emphasized in recent weeks assailed the plan to sell the land as real estate speculation.

Councilmen Kelly and Hein asserted that the tract has been used for a playground although it has no official rating as such, while Councilman Dowd declared the mayor and park commissioners ought not to be allowed to set the price.

Chairman Joseph McGrath of the committee on public lands, who accepted the upset price of \$200,000, asserted that the corporation counsel has ruled that the council has no authority to determine an upset price and that at a recent hearing notice was served on the committee that if the council authorized a sale, the legality of the right of the city to dispose of the land which is a part of the reservoir tract would be taken to the supreme court for determination.

UNEMPLOYED GROUP FAILS TO SEE CURLEY

City Hall policemen prepared for action yesterday afternoon when a mass movement of unemployed men, in search of work, toward Mayor Curley's office created the impression that a delegation of communists had made an unadvertised invasion of City Hall.

As the 25 men were ascending the stairs the mayor was descending in an elevator. Spokesmen made known to John Shaughnessey, of the mayor's secretarial staff, the mission which brought the gathering to the mayor's office.

While the police guard stood by, Shaughnessey explained that Mayor Curley is doing everything possible to provide employment, but that the civil service regulations specify the recipient of jobs.

THE PORT CASE BEGINS

If anybody questioned the importance of the case brought by the city of Boston and the Boston port authority before the interstate commerce commission a casual visit to the initial hearing at the chamber of commerce yesterday would have dispelled his doubts. A half-dozen north Atlantic ports were represented, all of them by men conversant with the details of the intricate questions involved in the case, and some ports by more than one expert. A score of railroad attorneys were on hand. There were occasional asperities, sometimes an infusion of personalities. "I object" was a frequent interpolation. Baltimore and Philadelphia are keenly watchful of their interests, while eager to profit if possible by any advantages Boston may obtain in a case founded upon existing discriminations in favor of New York.

The foundation of the Boston case, as explained yesterday on this page, is simplicity itself. But, as in all such cases, so many interests have to be heard and so many details have to be woven into the fabric, that it becomes easy to lose the main line of argument and wander off into side paths that waste time and profit nobody. The case must be completely presented. What is most to be desired is that the final decision, when rendered many months from now, shall be founded upon a full and fair record of incontrovertible facts.

MAYOR IN CLASH AT RATE INQUIRY

Curley Attacks Atty. La
Roe, Counsel for New York
Port Authority

I. C. C. HEARING ON BOSTON COMPLAINT

Frequent clashes between Boston port representatives and the 40-odd attorneys representing the defendant railroads, climaxed by a sharp attack made by Mayor Curley on Atty. Wilbur LaRoe, counsel for the port authority of New York, marked the opening of the interstate commerce commission hearing on the complaint of the city and port of Boston against shipping rates declared to be unfair to Boston.

Before Earl M. Steer and Peter C. Paulson, interstate commerce commission examiners, and Benjamin T. Elmore, statistical analyst of the commission, a mass of figures and data which will later be used in an attempt to prove that the rates favor New York at the expense of the Boston port were introduced during the proceedings in the chamber of commerce building.

The first day's session of the hearing ended at 5 P. M., with a dispute over the admissibility of testimony concerning storage charges, which Johnston B. Campbell, former interstate commerce commission chairman, who is directing the technical side of the Boston case, declared should be included in the evidence, despite objections of LaRoe and other attorneys for the defence that these charges should be treated as a separate case.

The examiners took this question, arising from the testimony of Hugo Oberg of Washington, nationally known rate expert, under advisement. They will rule on its admissibility when the hearing resumes this morning at 9:30. The decision is regarded as of major importance to the Boston argument, as Atty. Campbell contended that concessions are made for storage rates in New York which are not applicable to Boston.

Scores of tables showing shipping rates effective at the ports of Boston, New York, Philadelphia and Baltimore were introduced as evidence by Mr. Oberg. From these, Atty. Campbell and Corporation Counsel Samuel Silverman will attempt to prove the contention of the city of Boston and the port authority that shippers are forced to pay the charges of freighting from the railroads to the docks in Boston, whereas this service is given free to shippers in New York harbor.

TESTIMONY STRICKEN OUT

So hot was the clash between Mayor Curley and Atty. LaRoe that parts of it were stricken from the official record of the hearing. The mayor contended that because of unfair shipping rates Boston has lost its once high position as one of the principal United States

ports. The dispute began with the passage of the interstate commerce act about 40 years ago, which gave the commission power to act on shipping rates, he contended.

LaRoe, who was retained to represent Boston five years ago when abolition of the freight rate differential was sought in a previous case, drew a sharp retort when he cross-examined the mayor with the question, "Why has Baltimore and Philadelphia a freight differential?"

"We unfortunately paid you to find out the answer to that question, and hence I can't answer it," Mayor Curley replied.

Atty. Silverman at one point interrupted LaRoe to ask if he was testifying. The Boston corporation counsel insisted LaRoe was acting unethically in that he was using information which he had obtained while acting as counsel for Boston in a capacity adverse to Boston.

Atty. LaRoe asked the mayor if it is true that ships discharge a cargo in Boston for New England only, and then proceed to another port to unload the remainder of shipments to the middle West.

"We employed you for five years to find that out, but it was a complete failure," was the answer.

The mayor made a sarcastic reference to Atty. LaRoe's efforts in the previous rate case as "not a noble experiment, but a costly one." Later political parties were brought into the argument when Mayor Curley gave as one of the reasons for the decline of the port of Boston, "the failure of the Republican party to develop the kind of leadership needed for a live country."

This led G. Coe Farrier, assistant city solicitor of Philadelphia, to remark that he was with Boston in its attack on the "subsidy" now enjoyed by New York, but that since he was a Republican he hesitated to join forces in the face of such a charge against the party.

Mayor Curley confined his prepared remarks to a general discussion of the situation. He declared that the port of Boston has not grown despite improved facilities and the fact that it is the nearest to Europe of any large United States port. The cross-examining brought further wrangling when LaRoe questioned Mayor Curley specifically on his knowledge of rates, and Attys. Campbell and Silverman objected on the ground that this would be treated by experts, and that the mayor had stated he would only discuss the more broad aspects of the case.

Richard Parkhurst of the Boston port authority was the first witness, tracing the development of the port and citing the fact that state and federal government have expended \$37,609,000 to increase its efficiency. Joseph F. Wilbur, Boston consulting engineer, explained in detail the railroad and steamship facilities of the port, and introduced maps and a copy of a survey of the port which he has made.

MURPHY TAKES STAND

Mayor John J. Murphy of Somerville took the stand as a witness in behalf of the Boston complaint, declaring that Somerville and all cities surrounding Boston are affected by shipping rates at the port. George P. Tilton, executive secretary of the Boston port authority, traced the growth of Boston as a seaport. His testimony was only admitted after objections from several defence lawyers that such evidence had no bearing on the case and would needlessly take up the commission's time. After a lengthy dispute, it was admitted when Atty. Campbell said Tilton's report would require only about 15 minutes to read.

Sixty-nine railroads are named as defendants in the action. In addition, petitions to intervene in the case were

filed yesterday by the Commonwealth of Massachusetts, supporting the Boston contention, and by the state of New Jersey, the New Jersey traffic advisory committee, the Associated Industries of Massachusetts, the city of Philadelphia and the transportation committee of the Allied Commercial Organizations of Philadelphia.

It was predicted yesterday that the hearing will consume the entire week. Mr. Oberg will continue his testimony at the reopening this morning. Atty. Campbell and Silverman said late yesterday afternoon they were uncertain as to what other witnesses will be called later today.

Council Would Accept Taxes in Instalments

The city council yesterday passed an order requesting City Collector McMorro to accept payment of taxes by instalments.

The initiative was taken by Councilman Clement A. Norton of Hyde Park, who charged that in spite of available statutory authority which allows the acceptance of part payments, the collector has refused to accept money which in specific cases has just been short of the total of the bills.

Collector McMorro has challenged the accuracy of complaints made to councilmen and has explained that he has accepted payments in four instalments.

65 TO BE EMPLOYED ON STRANDWAY BEACH

Mayor Curley yesterday approved a contract authorizing J. C. Coleman & Sons Company to grade and sand the beach along the Strandway, South Boston and to prepare planting beds at Columbus park, at a cost of \$357,750. The work is largely a labor proposition and will employ 65 men.

CITY TO EMPLOY 300 ON NEW GOLF COURSE

Conversion of Grew Estate in Hyde Park to Begin Next Week

Conversion of the Grew estate in West Roxbury and Hyde Park into a municipal golf course will be started next week when Park Commissioner Long, by order of Mayor Curley, will place at work the first of a crew of men who will eventually number about 300.

The mayor believes that employment for three months at \$30 per week can be furnished this number. The work includes cutting of several thousand trees, draining of a large area and removal of large quantities of rock.

As soon as the work is organized, the park commissioner will draft men from the civil service list as rapidly as they can be added to the force.

Curley and Lawyer Clash at Port Rate Hearing

Commission Is Blamed for Hub's Decline

Charges of discrimination against Boston and heated clashes of opposing counsel featured the opening of the city's battle for port differential rights before examiners of the Interstate Commerce Commission yesterday at the Chamber of Commerce.

The clashes occurred during the cross-examination of Mayor Curley, who headed about 100 Boston witnesses and proved the most fiery of them all in a series of tilts with Wilbur La Roe, counsel for the Port Authority of New York.

La Roe tried to get the mayor to admit that Boston and New York once joined hands in opposing the claims of Baltimore and Philadelphia, but today were opposing each other. Waiving aside the objections of Corporation Counsel Samuel Silverman, Mayor Curley retorted:

"I think we were poorly advised that time, and you were our attorney."

RAPS COMMISSION

The mayor had testified that from its position as one of the principal ports in the United States, Boston had declined steadily since the passage of the Interstate Commerce Act until it was in danger of becoming only a port of call.

He attributed this decline to the differential rates in favor of New York and other ports.

Cross-examining Mayor Curley on this point, Atty. La Roe asked:

"Do you know the national problems well enough to state what is responsible for the decline?"

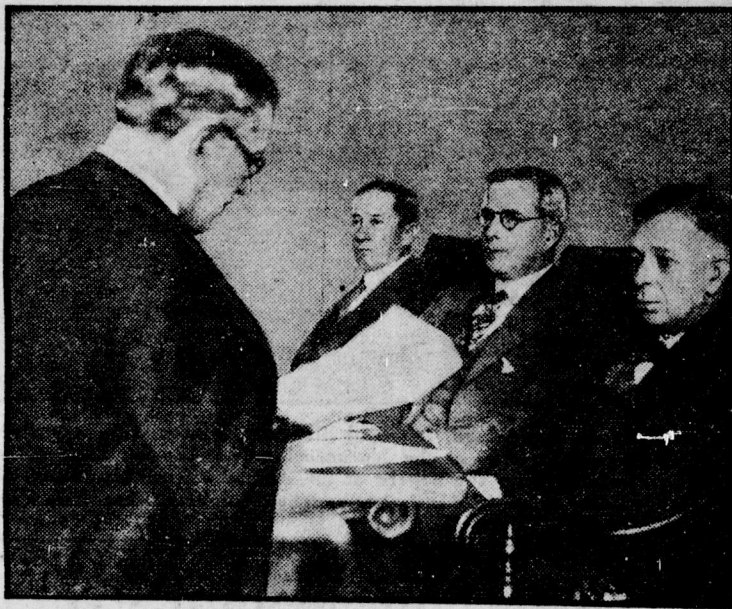
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"I should say the establishment of the Interstate Commerce Commission," the mayor replied.

"I do not recall," remarked La Roe, "any blame having been placed against the commission during the whole procedure."

"I did not blame the Interstate Commerce Commission," replied Mayor Curley, "but stated that the decline was noticeable soon after its establishment, and we believe it is due to discriminatory rates against Boston."

Mayor Opens Fight for Greater Boston Port



Earl M. Steer, Peter C. Paulson, examiners, and Benjamin T. Elmore, statistical analyst, seated, left to right, as they listened yesterday to the testimony of Mayor James M. Curley, shown at left, first witness before the Interstate Commerce Commission at the Boston Chamber of Commerce hearing in Boston's fight for lower differential rates. One hundred witnesses are to be heard. Mayor Curley just returned from tropic cruise.

City Golf Course in West Roxbury

The park commission will take immediate steps to buy for the city the Grew estate in West Roxbury, a tract of 6,000,000 square feet, for laying out a second municipal golf course. This was announced after a conference yesterday between Mayor Curley and Park Commr. Long.

Clearing this land will furnish work for 300 men at \$30 a week for three months. Requisition for the first of these men will be made Monday, with more added as the work progresses.

Post 12/2/30 \$1,119,000 FOR NEW SCHOOL IN FENWAY

The unemployment situation is likely to be relieved to some extent by the action of the Boston school committee which last night made available \$1,119,000 for a new Girls' High school in the Fenway. The only drawback toward immediate start on the plans and construction is the fact that the Board of Schoolhouse Commissioners disapprove of the Fenway site. The answer to this by the school committee is that the land is owned by the city and that is in the group of the Girls' and the Boys' Latin School. Many favor this site, it is said, from a sentimental standpoint.

Mayor Curley and Mayor Mrphy Are Put in the Position by Opposing Counsel Of Blaming the Interstate Commerce Commission For Decadence Of the Port of Boston—Many Leading Lawyers Attend

Mayor James M. Curley of Boston and Mayor John J. Murphy of Somerville both were put in the position by opposing counsel of blaming the Interstate Commerce Commission for the decadence of the port of Boston at the opening hearing before the commission in the Chamber of Commerce yesterday.

The hearing is the result of the complaint of Boston, the Port Authority and the Commonwealth of Massachusetts against the New York Central Railroad Company and others that Boston is unfairly discriminated against and consequently is suffering from an almost vanished commerce.

When pressed upon the subject both Mayor Curley and Mayor Murphy qualified their statements to the extent of saying the decadence of the port of Boston began at the time the Interstate Commerce Commission came into existence.

Examiners Earl M. Steer and Peter C. Paulson, assisted by statistical analyst B. T. Elmore, represented the Interstate Commerce Commission and conducted the hearing.

Samuel Silverman, Boston corporation counsel, conducted the case for the complainants, assisted by attorney Johnston B. Campbell of Washington, who was for nine years a member of the I. C. C. and its chairman in 1928.

Noted Attorneys Attend

There were two score leading attorneys of the country present representing the various traffic leagues, municipalities, port authorities, Chambers of Commerce, railroads and steamship lines and industrial organizations of places along the Atlantic coast affected by the complaint.

In brief, the complaint is that the defendant railroad, having terminals on Manhattan and the New Jersey shore, bears the expense of lighterage, floatage and trucking service at the port of New York and refuses to perform such services at the city and port of Boston.

The railroad refuses, says the complaint, to establish lower rates for the lesser services performed at Boston, and by reason of the foregoing the said defendants give unreasonable preference to the city and port of New York. This, it is alleged, violates Section 3 of the Interstate Commerce act.

Richard Parkhurst, secretary of the Boston Port Authority, was the first witness, reading a history of the port of Boston.

Secretary Parkhurst's talk showed the tremendous sums of money, running into millions, expended by the city, State and Federal Government in making the port of Boston one of the best in the world, while at the same time he pointed to the failure to utilize these outstanding facilities because of the alleged unfair discrimination.

Mayor Curley said that he was not a railroad or rate expert, but that he had studied the transportation facilities and needs of the city of Boston and had furnished the money with which to carry on the fight.

The Mayor recounted how a few years ago 35,000,000 bushels of wheat were shipped through the Port of Boston, while today less than 2,000,000

bushels are shipped through the port. "From the beginning," he said, "we had been a cargo port, but we have become a port of call, like some of the smaller island ports."

"Boston has a great natural harbor. The facilities which have been provided by enterprising railroads, steamship companies and by the city and Commonwealth itself are of high standards. Notwithstanding that such facilities have been supplied and that New England manufacturing plants have been busily engaged in the production of high-grade goods of all descriptions which seek markets, the exports via the port of Boston have not been growing; on the contrary, there has been some decline."

"Boston lies nearer the water to the great foreign ports of the world than does New York or the other American ports. This advantage has been overcome and lost largely through the fact that Boston has not enjoyed a freight rate which takes into consideration the economical matter in which it is practicable to transfer freight from the railroad car to the ship. The consequence of this is that ships do not come here, or perhaps more specifically do not sail from here to the extent that we think our natural advantages, nearness to foreign ports, modern steamship facilities and the productivity of our manufacturing plants ought to warrant."

"A considerable part of the difficulty arises from the phenomenal growth of the great city of New York, with the influence which its wealth and size naturally exert in combination with the unreasonable concessions which have been made in the shape of free services."

Attacks Differentials

In answer to a question of the attorney for the port of Baltimore, it was stated that the port of Boston is definitely attacking the differentials of both Baltimore and Philadelphia in this case.

A political discussion started and one speaker protested he represents a Republican clientele and wished Mayor Curley to explain his snubs on the Republican party. It was moved that all the discussion be stricken from the record.

The counsel from Philadelphia, attorney G. Coe Farrill, said he would aid Mayor Curley in his fight against New York, but will defend his own city against the attack by Boston.

A representative of the Brooklyn Chamber of Commerce stated he objects to the entire petition of the complainants and asked Mayor Curley what he termed the discrimination.

Mayor Curley explained he holds the free lighterage by the defendants at the port of New York is one of the important discriminations against the port of Boston.

M. Burgess, representing the Brooklyn Chamber of Commerce, sat up when Mayor Curley told him he was the first man he ever saw who did not know this fact.

After another wrangle Mayor Curley explained, saying: "Since the I. C. C. was organized there has been a gradual decline in the commerce of Boston until it has now become a

firm of French & Hubbard, Boston, testified regarding the 100 exhibits consisting of statistics and maps he has prepared during a study of the Port of Boston and its railroad and shipping facilities.

Mr Wilbur's document was an intensive, far-reaching one, dealing with every detail of the transportation facilities of the Port of Boston, showing every inch of railroad track of all characters at Boston as well as all docks and wharf facilities, even including the Army Base at South Boston.

Superior Facilities

He described the superior facilities at Boston for loading cargoes from cars to ships and from lighters to ships and vice versa.

Attorney C. G. Cottrell, representing the New York Dock Railway interests objected to the line of testimony by Engineer Wilbur.

Attorney Campbell, for the complainants, explained that the case could not be put before the commission until after the description and physical condition of Boston Harbor is put before it.

The Commission ruled that the evidence was admissible and Engineer Wilbur proceeded with his description of the terminal facilities about the harbor. He pointed out the various connections of all the Boston railroads with each other.

Special Atty Gen Hiram Todd of New York interposed an objection to the testimony on the score they have not had time to study the exhibits and prepare for the cross-examination.

Asks Exhibits Shown

Attorney Campbell urged the exhibits be admitted and the witness be cross-examined later during the hearings in Boston.

Attorney Wilbur La Roe Jr, for the Port of New York, brought out that the witness Wilbur had nothing in mind but to show the physical condition of Boston and no comparison of costs of shifting and lightering, in making his studies.

After much controversy it was ruled that exhibit 171 by engineer Wilbur will be received in evidence and the witness will not be cross-examined until Friday.

Mayor John J. Murphy of Somerville was called, and immediately attorney C. G. Cottrell objected to his testifying in glittering generalities and insisted he be obliged to testify to matters of fact.

Attorney Cottrell referred to the testimony of Mayor Curley as being very amusing and interesting although it consumed two hours of time and "got them nowhere."

Mayor Murphy agreed that the people of Somerville generally stand solidly behind Mayor Curley of Boston in his campaign for the betterment of Boston and Greater Boston.

Mayor Murphy insisted the Port of Boston is not asking any unfair advantage over any other port that all he asks is that Boston be located a fair rate.

GLOBE 12/2/30

Post 12/2/30

COUNCIL SETS UPSET PRICE ON LAND SALE

Chestnut Hill Av Lot
Placed at \$200,000

Instalment Tax Payments Indorsed
by Order

The project to sell 66,000 feet of land at Chestnut Hill and Commonwealth av, used for years as a playground, received another tossing around yesterday in the City Council when in the face of a ruling of the Corporation Counsel that the body had no authority to set an upset price on the property, the Council set an upset price of \$200,000. Originally Mayor Curley set the price at \$100,000.

The committee on public lands reported the order without any upset price ought not to pass. Councillor Dowd offered an amendment which put an upset price on the land at a figure twice that set by Mayor Curley.

Councillor Kelly attacked the proposed sale of the land, and declared that from personal observation he had knowledge that many children between 5 and 12 years of age use the premises as a playground, though the Park Department does not consider it a playground.

The order was referred to the committee on public lands.

Councillor Clement A. Norton of Hyde Park attacked what he termed the system in the office of the Collector of Taxes in refusing to accept payment of taxes in instalments, and offered an order requesting City Collector William McMorrow to accept tax payments made in instalments. The latter claimed that taxes had been accepted in instalments. The Council, however passed the order.

Net profits from the Century of Progress Exposition at Columbus Park next Summer to go to the Industrial, Commercial and Publicity Bureau of Boston and in event of a deficit, it is to be borne by leading citizens, according to a communication from Mayor Curley to Council.

Citing that anthracite is sold in Chicago for \$11 a ton and in Boston for \$16.50, Councillor Dowd offered an order asking Mayor Curley to request President Hoover to institute an investigation by Federal authorities of the anthracite coal price in New England. A copy of his order, which was passed, he said had been sent to Massachusetts Congressmen and Senators.

Councillor Ruby made a plea for the establishment in Dorchester of a Relief Hospital and introduced an order calling upon the Hospital Trustees to recommend an appropriation for the purpose. Councillors Fish and Wilson also spoke in favor of the order.

The committee on finance had referred to it an order introduced by Councillor Wilson calling for an appropriation of \$350,000 for a garbage incinerating plant. The existing contract would expire in two years, according to the Councillor and immediate erection of a city-owned incinerator would give ample time to test out a plan of city disposition of the

Councillor Murray's order for an appropriation of \$75,000 for the erection of bleachers and a new baseball diamond at the Healy playground, Roslindale, was passed. Other appropriation orders were: \$60,000 to square a payment made on account of the Bowdoin sq fire house; \$40,000 for office and other furniture for the new administration building at the City Hospital and \$5000 for the Board of Port Authority.

GREW ESTATE WILL BE GOLF COURSE

Park Commission Is to
Close the Purchase

The Park Commission will immediately take steps to close the purchase of the Grew estate in West Roxbury, consisting of 6,000,000 sq ft of land, for conversion into a golf course. The announcement was made yesterday following a conference between Park Commissioner Long and Mayor Curley.

According to the Mayor the clearing of the land will make possible employment for 300 men at \$30 a week for a period of three months, under the direction of the Park Department.

To make the land available for a golf course it will require the cutting down of several thousand trees, the draining of a large area and the removal of large quantities of shale and puddingstone rock.

A requisition will be made for a portion of the men on Monday next and as the work progresses during the next three weeks additional men will be drafted from Civil Service until the quota has been completed.

MAYOR CURLEY APPROVES VARIOUS CITY CONTRACTS

A contract for stage equipment for the Michelangelo School, North End, amounting to \$4000, to the Church Film Co, was approved yesterday by Mayor Curley. A sanitary sewer contract amounting to \$8000, for Rockwood st was approved.

Mayor Curley approved a contract to Charles Struzzery, amounting to \$5321 for bitulitic paving on Colberg av, West Roxbury.

For grading Charles st, a contract amounting to \$6089, to Marinucci Bros, was approved.

O'Connell Bros received a contract for sewerage work on Mt Vernon st, amounting to \$7399 and a contract amounting to \$4387 for work on Bennington st, East Boston, went to M. De Sisto.

COLUMBUS PARK CONTRACT GOES TO COLEMAN BROS CO

Coleman Brothers Company, with the low bid of \$35,750, was awarded the contract for grading and sanding of the beach and preparation of flower bed at Columbus Park. Eight bids were received, the highest being \$62,050 from J. C. Coleman & Sons Company. The job will permit the employment of 55 men.

\$108,000 to Be Spent by City on Roslindale Course

Launching his programme for the relief of unemployment in this city during the winter months, Mayor Curley yesterday directed Chairman William P. Long of the Park Commission to put 300 men to work at \$30 a week for a period of three months, converting the Grew Estate at Roslindale into a second municipal golf course to complement Franklin Park.

\$108,000 IN THREE MONTHS

In the next few days Chairman Long will complete the golf course plans, and he promised that on Monday he will file a requisition with the State Civil Service Commission for the first batch of men to start development and as the work progresses during the next three weeks additional men will be called until the quota of 300 has been filled.

To make the land available for a golf course, now comprising an estate of 6,000,000 square feet of land, will require the cutting down of several thousand trees, the draining of a large area and the removal of large quantities of shale and puddingstone rock.

Three hundred men at \$30 a week for a period of three months will pour \$108,000 into the pockets of the jobless during the winter.

Provides Other Jobs

Work for 65 men was provided yesterday when the Mayor awarded a \$35,750 contract to the Coleman Brothers Company, lowest bidder, to grade and sand the beach at Columbus park, South Boston, and prepare the planting beds so that they may be ready for the spring flower seeds.

To grade Charles street in preparation for the widening and traffic circles a contract of \$6089 was awarded to Marinucci Brothers, while \$7399 went to O'Connell Brothers to do sewerage work on Mt. Vernon street, Beacon Hill, and \$4387 to M. De Sisto for sewers in Bennington street, East Boston.

\$75,000 for Roslindale Playground

For the paving of Colberg avenue, West Roxbury, a contract of \$5321 went to Charles Struzzery, and the Mayor gave approval to the sanitary service to lay a sanitary sewer costing \$5000 in Rockwood street, West Roxbury.

In order that the public utility corporations may assist during the winter months in relieving unemployment, the Mayor directed the public works department to suspend the regulation which prohibits the granting of permits for street openings during the winter. The Mayor stated that he had assurances that the Edison, Boston Consolidated Gas and other public utility corporations would continue extensive street work this winter to provide jobs for the workless.

For extensive improvements at the Healy playground, Roslindale, Councillor Peter A. Murray secured the passage of a \$75,000 loan order by the City Council with a unanimous vote. It is proposed to spend the money on filling and grading the big pond at the

cont TRANSCRIPT 12/2/30

merely stated that he knew of instances when this had been done.

"Did agents sent to the Middle West by you during your connection with the railroad report that they could not get business for Boston as against New York because of the free lighterage at that port?"

"They reported that they couldn't get business for this port as against New York because of more frequent vessel movements and because of the more favorable rates at that port."

Gerrit Fort resumed the witness stand at the opening of the afternoon session and was asked several questions by John J. Hickey, counsel representing New Jersey interests. The questions were to determine whether the terminal situation at Boston is comparable with and similar to the lighterage situation at New York.

"Assuming that a ship docked at the Boston & Albany piers at East Boston and cargo for that ship came in on the New Haven road on the south would there be appreciable difference in rates if Boston had a lighterage service across the harbor instead of the long haul by rail?"

"It would be a much lower rate."

"When, in actual rail movement of this cargo, the car gets to the terminal are the contents of that car unloaded at the expense of the railroad?"

"I believe that to be the case."

"Have you not then in principle the same service of getting contents from the car brought from the break-up yard to the terminal by rail as New York has, using the lighterage service?"

"I think you are dealing with a purely academic problem because the amount of freight coming over the New Haven road to the Boston & Albany pier is so little as to be negligible to the question at hand."

Sent \$40 to City as Conscience Money

Here is the first man of troubled conscience in the soldiers' relief department fraud cases. His name will not be divulged. He had read that certain persons had been collecting money illegally from the city, and although not notified that he was among the number, he felt that he should be included for certain receipts of relief in 1922 and therefore sent his check. It was gratefully received by Commissioner Lydon who expressed the wish that other consciences might be similarly affected to clean up the \$70,000 or more the department is trying to collect. Today the commissioner transferred \$1066 to the city collector as the total of refunds to date.

Monahan Promoted in Health Service

The rather unusual situation of a promotion in the city service without an increase in salary came to light today when Mayor Curley approved Health Commissioner Francis X. Mahoney's desire to name Joseph W. Monahan of 38 Sedgwick street, Jamaica Plain, to the position of deputy health commissioner in charge of vital statistics. The appointment had received the approval of the Civil Service Commission.

Mr. Monahan went to work in the department in 1911 and has been engaged in the vital statistics branch since that time. He has placed the bureau on a highly scientific basis and has received the highest commendation from experts. Possibly he will receive a substantial increase in salary.

GLOBE 12/2/30

CITY TO SPEND \$50,000 ON TWO LOCKER BUILDINGS

Provision for a locker building containing showers and laundry equipment for North End Park, to cost \$125,000, was made at a conference today between Mayor Curley and Park Commissioner Long. According to the Mayor the present quarters at North End Park are unfitted.

Billings Field, West Roxbury, was also considered and the sum of \$25,000 will be expended there for a locker building.

Orders for the two buildings will be submitted by Mayor Curley to the City Council.

CONTRACT FOR HYDE PARK SCHOOL WORK APPROVED

A contract for additions to the William Ellery Channing School at Hyde Park, amounting to \$67,983, was approved by Mayor Curley today. There were 20 bidders, ranging in price from \$112,700 to the low figure of the Hub Construction Company, who received the contract.

AMERICAN 12/3/30 EAST BOSTON PROJECT IS UNDER WAY

Razing of Buildings by Alleged Non-Residents Brings Strong Protest

About 100 unemployed men gathered at the intersection of Porter and Havre sts., East Boston, today as work began for the \$16,000,000 vehicle tunnel under the harbor.

Thirty employees of the New York Building Wrecking Co. of Roxbury began tearing down the three-family tenements at 49 to 63 Porter st. and 164-168 Havre st.

The unemployed, claiming to be residents of the district for periods ranging up to 35 years, protested to Samuel Kanter, in charge of the workmen, that none of them were residents of East Boston.

They also charged that many of the workmen were not citizens, but were told that a city official had already made an investigation and found no aliens on the list.

There was no demonstration but much grumbling. The razing of the houses, about 12 in number, will take seven days and several

MAYOR QUOTED FOR 'BEER AND PROSPERITY'

Col. Berger, Director of 1931 Boston Exposition, Addresses the Showmen in Chicago

Chicago, Dec. 3—The return of prosperity hinges upon the return of light wines and beers in the United States and if the Republicans don't bring them back the Democrats will.

This was the prediction of Mayor James M. Curley of Boston, revealed last night by Col. John S. Berger, director of the New England States' Century of Progress Exposition to be held in Boston next June 16 to July 15.

Col. Berger, vice-president of the Showmen's League of America, came here from Boston to attend the annual convention of that organization. He made Mayor Curley's sentiments known as a discussion in an executive committee meeting today.

Showmen from all over the country, men who annually direct the successful spending of millions in connection with fairs, expositions and similar projects, applauded vigorously when Col. Berger said:

"What this country needs is a lot more mayors like Curley!"

Col. Berger pointed out that Mayor Curley, creator of the "Buy Now" movement which has swept the country, has the confidence of many influential eastern men and women. Mrs. Calvin Coolidge heads the Women's Committee for the 1931 World's Fair.

Said the Mayor's representative:

"Mayor Curley is coming out strongly for light wines and beers. It is his belief that they can't be restored too soon. He told me the other day he believes the country's salvation depends upon a modification of the law to allow these mild beverages."

"He points out that the return of light wines and beer would at once provide work for many persons. In addition, many properties now vacant would be occupied. The farmers, in behalf of whom the last several administrations have been fruitlessly struggling, would be immeasurably benefited."

Boston Adds New Charge in Rate Fight

Permitted to Amend Complaint Despite Objection of Defense at I. C. C. Hearing

Alleges Free Storage

Privileges in Transit Claimed to Be Granted at New York by Railroads

Over the strenuous objections of the defense at the hearing before the Interstate Commerce Commission at the Chamber of Commerce Building today Boston was allowed to amend its complaint charging the New York Central and other railroads with discriminatory freight rates giving preference and advantage to the port of New York.

In the original complaint it was charged that the railroads assumed cost and expense of lighterage, car floatage and trucking service at New York but refuse to perform such service at Boston or to establish lower rates for the lesser service performed here. The amendment allowed today adds to these charges "that through and by the means of affording free storage in transit and exemption from demurrage on freight such freight being transported to or from the port of New York district, afforded or to be afforded free lighterage service by the defendants at the port of New York district, and through denial of similar free privileges in transit on similar freight transported by the defendants to or from the port of Boston, said defendants give undue preference and advantage to said port of New York district and to said freight traffic and shippers thereof handled through said port of New York district and subject the complainant and said similar traffic and competing shippers thereof to undue prejudice and disadvantage in violation of Section 3 of the Interstate Commerce Act."

Parker McCollester, special counsel for the Chamber of Commerce of the State of New York, and representing various other commercial organizations interested in the rate fight, objected to the amendment on the ground that the examiners did not have authority to proceed to the hearing of new allegations of violations of the Interstate Commerce Act. He protested also on the ground that many persons and organizations affected by the charges involving the storage of freight were not represented at the hearing. Earl M. Steer, examiner of the commission who is presiding at the hearing, ruled that the amendment would be allowed in view of the fact that the defendants will not be called on to put in their case until February and with the understanding that the

time will have the privilege of cross examination of the witnesses testifying in relation to the charges contained in the amendment.

Mr. McCollester asked an exception to the ruling.

Rate Expert Testifies

After the amendment had been allowed, Hugo Oberg of Washington, rate expert, who began his testimony yesterday afternoon, again took the witness stand and testified that some of the railroads provided free storage on freight in transit at New York. In connection with his testimony various rate exhibits were introduced showing the comparative rates on shipments from various points to Boston and to New York. Some of these figures showed that furniture is shipped from Gardner to New York, a distance of 196 miles, for 72½ cents per unit, as contrasted with rates ranging from 73 cents to \$1.56 to Boston, only sixty-five miles distant.

From Winchendon to New York the rate was given as 50½ cents as compared with 53 cents to Boston. On textile goods from various New England points the rate to Boston and New York was the same although the distance to New York was far greater. Mr. Oberg was excused with the understanding that his cross examination would take place when the defense opened in New York in February.

He was followed on the witness stand by Walter W. McCowbrey of Lexington, employed by the Boston Port Authority, which brought the complaint in co-operation with the city. The witness testified that he had been connected with various shipping firms and later in business for himself as a shipping broker, and that he had made a survey covering the steamship lines maintaining service to Boston and railroad freight rates to Boston, and New York. He said that New York had 361 sailings of vessels in foreign trade in May, 1930, compared with sixty-eight for Boston. The insufficiency of cargoes offered at this port was responsible for the fewer sailings from Boston, he said.

"Sixty per cent of the steamship services to Boston are only inward services, proceeding to other ports after calling here," he said. "On the other hand, steamers leaving New York do not proceed to any other port for additional cargo. They make a voyage to London, in the case of freight steamers, in thirteen to fourteen days, whereas the steamers from Boston, calling at other North Atlantic ports, require twelve to fifteen days longer."

The witness said that Boston was nearer the principal European ports than any other North Atlantic port, by 185 to 187 miles, the distance showing a decided advantage in favor of Boston without exception in comparison with other shipping points.

Defense Objects

Questioned as to how New York held an advantage in view of Boston's shorter distance to foreign markets, he attributed it to the great volume of shipping from the port of New York. The defense objected to this testimony on the ground that the witness had not qualified himself as familiar with the port of New York and when the objection was overruled took an exception. McCowbrey then continued by stating that shippers cause their freight to be routed to New York so that they may enjoy the advantages of the long haul and direct service to foreign ports, free lighterage, cheap in-transit storage rates, extra allowance for lighters on heavy lift and other free

many nine exhibits were submitted including tables of wharfage and dockage rates at Boston. He testified that in Boston the railroads connected with the principal piers and that the transfer of freight between car and vessel is in some cases direct to the steamer.

Gerrit Fort, president of Raymond & Whitecomb Company and chairman of the governing board of the Maritime Association of the Boston Chamber of Commerce, was the next witness. Mr. Fort gave a summary of his many years experience in railroad transportation and said that when he first was connected with the Boston & Maine railroad his chief duty was to develop transportation and seek to increase the maritime traffic of the road through the port of Boston. He said that it was reported to him at that time that although there were many friendly shippers willing to bring business here the differential, especially on grain, was a serious obstacle.

Favorable Rates Needed to Increase Traffic

"In 1922 the Boston & Maine joined with the Maritime Association in an effort to cure the differential and although we had a sound case which was intelligently placed by our counsel, Wilbur LaRoe, we lost the case," he said. "Since that time my observation has led me to believe that Boston cannot expect to increase import or export traffic unless we get more favorable rates."

"This question is very important and involves the entire New England States. It has had its effect upon New England railroads and, although the financial position of these roads doubtless has improved in recent years by expenditure of capital for improvement, able management and economies of operation, it is vitally important that the roads secure increased traffic."

Mr. LaRoe, counsel for the New York Port Authority, took up questioning, asking the witness:

"After all, what all of us are trying to get at is the reason of the decline of the port of Boston, is it not? Isn't it true that all North Atlantic ports have suffered, chiefly through the factor of the ascendancy of Montreal?"

"Yes, but New York has not declined in comparison to Boston."

"During your experience in railroad transportation, what change has taken place regarding lighterage conditions, which, it is claimed, have worked to the disadvantage of the port of Boston?"

"There has been no change that I know of."

"Is it your opinion that Boston should be equalized with the Jersey side of New York, and if so, what reason can you give?"

"I cannot give any reason."

Should Overlook 70-Mile Difference

"Is it your opinion that Boston rates should only be lower than those ports which have free lighterage?"

"I do not care to go into that angle."

"You know that Boston is under a 100-mile disadvantage by rail over New York from the Middle West?"

"There is only about seventy miles difference."

"Do you think, then, that this disadvantage should be readily overlooked?"

"I think it should be done."

Mr. LaRoe then asked several questions pertaining to the reason why vessels should proceed to Boston unloading small cargoes and then call at Philadelphia and Baltimore to unload low rate freight to be shipped to the Middle West.

TRAVELER 12/2/30

Orchestral Leader Honored



Mayor Curley presenting a key to the city to Thompson Stone, director of the People's Symphony Orchestra. The orchestra is now in its 12th year. Left to right, Mayor Curley, Thompson Stone and Francis H. Cummings, president of People's Symphony Orchestra.

TRANSCRIPT 12/2/30

Wants \$200,000 for Chestnut Hill Lot

Though originally Mayor Curley had set a price of \$100,000 on 66,000 square feet of land at Chestnut Hill and Commonwealth avenue, used for years as a playground, and the corporation counsel had ruled that the City Council had no authority to designate an upset price on the property, that body named the figure of \$200,000 at yesterday's session, and referred the matter to a committee.

Councillor Norton of Hyde Park attacked what he termed the system in the office of the collector of taxes in refusing to accept payment of taxes in installments and offered an order requesting City Collector William McMorrow to accept tax payments made in installments. The latter claimed that taxes had been accepted in installments. The council, however, passed the order.

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upon the hospital trustees to recommend an appropriation for the purpose. Councillors Fish and Wilson also spoke in favor of the order.

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Other appropriation orders were: \$60,000 to square a payment made on account of the Bowdoin square fire house, \$40,000 for office and other furniture for the new administration building at the City Hospital, and \$5000 for the Board of Port Authority.

Votes Over Million for Girls' High in Fenway

The Boston School Committee last night voted \$1,119,000 for the construction of a new girls' high school in the Fenway. This construction, if begun in the near future, will aid materially in reducing unemployment among the building trades. The Board of Schoolhouse Commissioners do not approve the site chosen, however, which is on land owned by the city adjacent to the Public Latin School and the Girls' Latin School, and this may hold up the matter.

TRANSCRIPT 12/2/30

School and Park Work Approved

Mayor Curley today approved the Park Department's plan for the construction of a \$125,000 locker and laundry building at North End Park, to replace the present dilapidated structure which has outlived its usefulness, and also the construction of a \$25,000 locker building at Billings Field.

The mayor approved also the school construction department's recommendation that the lowest bidder, the Hub Construction Company, be given the contract for the building of an addition to the William Ellery Channing School in Hyde Park at \$67,983. For this work the most spirited bidding of the year resulted, twenty firms being in competition, the bids ranging from that of the successful bidder to \$112,000.

The two park department projects will require action by the City Council, orders for which will be submitted next Monday with accompanying messages that with speedy approval it would be possible to advertise the work not later than Jan. 1.

Further work for the unemployed will be provided in contracts for sewerage works and streets, as follows: Laying sheet asphalt on North Mead street, Charlestown, \$3722; sewers in Farnival road, West Roxbury; Johnson street, West Roxbury, and Old Colony Parkway and Old Colony Terrace, Dorchester; sheet asphalt on Segel street, Roxbury, and sheet asphalt on Ronan street.

Allen and Curley Discuss Court Bldg.

Mayor Curley appeared unexpectedly at the State House today and had a conference with Governor Allen on the subject of the removal of the Supreme Judicial Court and the Social Law Library from their quarters in the Suffolk Superior Court building in Pemberton squad. Before entering the conference Mayor Curley said that conditions have become so acute that he decided to see if something could not be done to relieve the situation in the immediate future.

The subject of separate quarters for the Supreme Court and the Social Library has been under consideration for several years and several investigations have been made with no final decision, there having been disputes as to allocation of costs, sites of buildings, etc.

Senator J. Bradford Davis of Haverhill, chairman of the special commission created by the last Legislature to study accommodations and facilities for housing the Supreme Judicial Court, the Land Court and the Reporter of Decisions, today filed with the clerk of the House of Representatives a preliminary report which states that the problem has been diligently studied, several meetings have been held and the final report is being prepared for submission to the Legislature before it convenes.

Silverman Attacks Stand of Associated Industries

Boston Corporation Counsel Demands Trade Organization Say Whether It Is for or Against Fight for Lower Freight Rates

By HAROLD BENNISON

An attack on the Associated Industries of Massachusetts was made today by Corporation Counsel Samuel Silverman who demanded a "showdown" on the association's position in the freight rate case which Boston is fighting before the interstate commerce commission. The hearing is being held in the Chamber of Commerce library.

DEMANDS SHOWDOWN

During the noon recess Corporation Counsel Silverman read an item in the New York Journal of Commerce which was to the effect that the association was opposing Boston's fight for freight rates lower than those enjoyed by New York. Silverman said, "I want to know what it meant by that statement. I want to know the true position of the Associated Industries. Are they with us or against us?"

"Are they supporting or opposing the city of Boston and the commonwealth of Massachusetts in this great fight for the economic future of the port of Boston?" he continued.

The item in the New York publication said that the association was "opposed to the present application of the city of Boston but will not reveal its true position until it sees how the testimony develops."

Corporation Counsel Silverman pointed out that although the association had filed an "intervention" in the present proceedings there was no way of knowing on which side the association would intervene. The "intervention" of the association was signed by Edgar Rich, chief counsel for the association. He was not present at the hearing today.

This announcement by Silverman came after the morning session, in which Boston scored a notable victory in its fight for cheaper freight rates than those now in force in New York, when, over the objection of opposing counsel, Boston was allowed to amend her plea and to attack the system prevalent in New York of storing export freight—without fair charge to the shippers.

DISCRIMINATE AGAINST BOSTON

A mid-western shipper, for example, has some freight for Europe. He ships by way of New York. When his freight arrives in New York he doesn't want it shipped immediately. He may be dickering about price with his European agents. He may be "stalling" for any number of reasons. So the railroads—in New York—store his freight. But they don't do the same thing for shippers who ship through Boston.

And therein is Boston's objection. Boston doesn't care what the railroads do for shippers, provided they will be as considerate of shippers who ship through Boston as they are to shippers who use the New York port.

With that in mind Atty. Johnston B. Campbell, the former chairman of the I. C. C., who is handling the export end of Boston's fight, moved today to amend Boston's plea so that the matter of free storage of freight in New York could be considered by the commission. New York didn't like that amendment at all, for it opens up a wide issue, and one which New York did not want to have to meet at this time.

Atty. Wilbur LaRoe, representing New York and who is the stormy petrel of the opposing counsel offered objections in large numbers. He objected generally and specifically, but Atty. Campbell, calling on his experience as chairman of the I. C. C. had the answers all ready to the objections and the amendment was allowed.

THE AMENDMENT

This is the amendment:

"The complainants move for amendment of their complaint by addition of the following paragraph to part IV to be designated sub-paragraph (c) in part IV

"That through and by the means of affording free storage in transit and exemption from demurrage on freight, such freight being transported to and from the port of New York district afforded, or to the afforded free lighterage service by the defendants at the port of New York district, and through denial of similar free privileges in transit on similar freight transported by the defendants to and from the port of Boston said defendants give undue preference and advantage to said port of New York district and to said freight traffic and shippers thereof handled through said port of New York district and subject the complainants and said similar traffic and competing shippers thereof to undue prejudice and disadvantage in violation of section 3 of the interstate commerce act"

Notice the words "undue prejudice" and "disadvantage in violation of" some section or other of the I. C. C. act, and you have what Corporation Counsel Samuel Silverman calls the theme song of Boston's present million-dollar shipping fight.

There were exceptions taken to the permission to change Boston's plea, and probably if Boston wins her fight—and Boston is fighting tooth and nail—New York will carry the fight to the highest tribunal. But Atty. Campbell has

foreseen all that and is confident that he is well within his rights.

CAREFULLY PREPARED

Walter M. McCoubrey of Lexington, who knows Boston steamship rates thoroughly, was the first witness today. He testified about ocean-going tonnage, and said that most steamers call at Boston, leave freight, but pick up their outgoing freight at other ports. Just to be technical for a minute, he distinguished between foreign, coastal and inter-coastal trade.

The witnesses Boston is presenting are so prepared that they can't get far away from their beaten path. Their questions and answers are all written out and they read their answers from the witness stand after Atty. Campbell reads the questions. That same method was used recently in a criminal case when an alibi was being presented, save that the witnesses memorized their answers and didn't show their notes in the courtroom.

The witnesses are on their own during cross-examination, however, and the cross-examinations are thorough, for there are millions of dollars involved in this fight. Should Boston win, it may mean the entire rebuilding of Boston as a port, and the consequent decline of New York as a shipping port. And New York will use every means at her disposal to defeat Boston.

FREIGHT CONGESTION AT N. Y.

Gerrit Fort, head of the Raymond Whitcomb Company, chairman of the Chamber of Commerce maritime bureau, and a railroad man of much experience, including a term as vice-president of the Boston & Maine, was put on by Boston. He traced the decline of Boston and in cross-examination by Atty. Wilbur LaRoe of New York attributed it to rates established by the inter-ocean conference. His testimony and attitude toward LaRoe was in sharp contrast to that of Mayor Curley. He praised LaRoe's losing fight against the grain differential enjoyed by Baltimore and Philadelphia.

Fort insisted that if Boston is to regain any shipping business it must have a cheaper rate than that of New York. He took one solid smash at the congestion of traffic in New York and despite LaRoe's attempt to make him say that there was no such congestion, declared that when the port of New York was "plugged," the Boston & Maine received some grain shipments.

Hugo Oberg, freight rate expert gave some examples in his exhibit of what he called unfair freight rates. He charged that furniture for example is shipped from Gardner, Mass., to New York, 196 miles for 72½ cents per unit, while the same unit cost of shipping to Boston, but 65 miles distant, was much greater.

Ice cream freezers shipped from Winchendon to New York cost 50½ cents per unit. It is 195 miles between Winchendon and New York. The distance between Winchendon and Boston is but 68 miles, yet the shipping cost to Boston is greater.

From points in Maine to New York the same facts held true, Oberg maintained. He cited a charge on cotton goods, shipped for export to New York from Auburn, Me. The charge for hauling to New York was 41 cents. The rate to Boston was the same, although the distance to Boston was some 350 miles less than to New York.

CURLEY SIGNS FOR \$125,000 STRUCTURE

**Present Building at Park Unfit
for Use, Says Mayor;
Council to Act**

Women residents of the North and West Ends today won their five-year fight to have a new bathhouse erected for them at North End Park when Mayor Curley drafted an order for the construction of such a building at a cost of \$125,000.

The order will be acted upon by the city council on December 15 and if favorable action is taken construction will start early next year.

FIREPROOF LOCKERS

The bathhouse will contain fire-proof lockers, showers and laundry equipment.

The mayor said the present structure for women at the park is unfit for further use and that he had planned to construct a new building at that place during his last administration but his term expired before plans could be completed.

IMPROVEMENTS AT FIELD

The mayor also drafted an order for construction of a locker building at Billings Field, West Roxbury, at a cost of \$25,000. This order also will be acted upon at the next City Council meeting.

A contract for the construction of an addition to the William Ellery Channing School in Hyde Park was awarded to the Hub Construction Company, lowest bidder, at a cost of \$67,983.

The mayor also approved the retirement of Patrolman Thomas H. Galligan of the Lagrange st. station, who has reached the retirement age of 65.

Curley Thanked for Helping Coolidge

Senator-elect Marcus A. Coolidge of Fitchburg today called on Mayor Curley to express his appreciation of the assistance given him by the Curley organization during the recent political campaign. He also invited the mayor to be his guest in Washington after he takes office next year.

BOSTON GOUGED BY RAILROADS TO AID N. Y.

**Rates Higher From Own Ter-
ritory Than to Gotham,
I. C. C. Is Told**

Higher rates are paid for shipping goods from Massachusetts points to Boston, less than half the distance, than are paid for shipping them from the same points to New York.

This was brought out today by Hugo Oberg, rate expert, at the rate hearing in the Chamber of Commerce building before the Interstate Commerce Commission.

Under examination by Johnston B. Campbell, Boston's counsel, Oberg introduced a compilation of rates showing that Boston is being treated unfairly by railroads in comparison to rates accorded New York.

He testified that furniture is shipped from Gardner to New York, a distance of 196 miles, for 72½ cents a unit, as contrasted with 78 cents to \$1.56 from Gardner to Boston, which is only 65 miles.

MAINE RATES HIGH

Ice cream freezers, he declared, are shipped from Winchendon to New York, 195 miles, for 50½ cents, compared with 53 cents to Boston, only 68 miles.

On woolen goods, shipped from Dexter, Me., to New York, 502 miles, and on the same goods shipped from Dexter to Boston, the same charge of 63½ cents is made, although Boston is less than half the distance.

Chairs shipped from Winchendon to New York, 195 miles, are rated at 82½ cents, as contrasted with 79½ cents to \$1.59 when shipped to Boston, a distance of but 68 miles.

INJURES PORT, TOO

Walter W. McCoubrey, connected with the Boston Port Authority, testified that Boston is handicapped in its port business because of the insufficiency of cargo offerings here that make possible direct sailings from Boston to European ports without the necessity of calling at

other
cargoes.

The volume of tonnage offered at New York makes direct sailings from that port possible, he said, and explained that trunk line railroads maintain active solicitation in the West, causing freight to be routed via New York, the railroads then enjoying benefits of the long hauls.

As a result of the frequent sailings, he declared, New York has built up a system of low cost and free services, such as free lighterage.

COMPLAINT IS ALLOWED

Non-uniformity of wharfage and dockage charges often works to the disadvantage of Boston also, he asserted.

Boston scored a victory at the opening of the second day of the case when an amended complaint alleging further rail discrimination was allowed.

This was prepared by Samuel Silverman, corporation counsel, and Atty. Campbell, senior counsel, and was vigorously opposed by New York.

Boston, through this amendment, has vastly broadened its case to include other charges relating to in-transit-storage and wharfage.

This new situation involves many millions of dollars of possible future revenue to Boston and New England, if the commission recognizes the soundness of Boston's argument.

For instance, New York has the practice of allowing storage of grain virtually free for many months and then shipping this product abroad when the demand arises. Boston does not have this practice, and consequently is penalized.

WOULD AID PORTS.

If New York is forced to make a change in its storage policy, a great amount of new business would be attracted to other Atlantic ports.

The new amendment reads:

"That through and by means of affording free storage in-transit and exemption from demurrage on freight, such freight being transported to and (or) from the Port of New York district afforded, or to be afforded free lighterage services by the defendants at the port of New York district, and through denial of similar free privileges in-transit on similar freight transported by the defendants to and (or) from the Port of Boston, said defendant give undue preference and advantage to said Port of New York district and to said freight traffic and shippers thereof handled through said Port of New York district and subject the complainants and said similar traffic and competing shippers thereof to undue prejudice and disadvantage in violation of section three of the Interstate Commerce Act."

CITES BOSTON ADVANTAGE

McCoubrey developed the angle that Boston has no free lighterage service, such as Boston alleges New York provides in the discriminations outlined in the case.

"Fully 95 per cent of all cargoes landed in Boston are loaded at

AMERICAN 12/3/30

MAYOR MOVES TO SPEED UP NEW SCHOOL

Requests School Committee to
Decide on Site for New
Girls' High Building

The Boston School Committee was today requested to decide upon a site for the new Girls High School by Mayor Curley.

The mayor pointed out that this matter must be agreed upon before the school building program for 1931 is presented to the Legislature early in 1931.

The mayor also pointed out that immediate action on the matter would cause early construction of the building and would do much to assist the unemployed.

For some time past the committee has been deadlocked on the question of a site. Some members favored a site in Louis Pasteur ave., while others believed that the school should be built in W. Newton st., South End, near the present school building.

The mayor stated that he favors a site in the vicinity of Grove Hall because of the large number of high school pupils who reside in that vicinity.

CITY PROVIDES WORK FOR 235

Mayor Curley today provided temporary employment for 235 Boston men.

A requisition for 100 laborers to begin work next Monday on the new municipal golf course in West Roxbury was sent to the Civil Service Commission.

Temporary employment of 85 men as gardener laborers in the park department was extended for a period of three months at a salary of \$5 a day and 50 temporary draftsmen and transitmen in the sewer department were continued in service for another 30 days.

The mayor believes that by the end of next January 300 men will be employed in clearing the golf course.

Our Port's Future

Rate Adjustment Is Vital

The contest against the differential traffic rates which impose a heavy and unjust burden upon the port of Boston has already demonstrated a New England consciousness and a solidarity of purpose which are bound to collect good results in the future.

Under the leadership of Mayor Curley, the business and industrial interests have come to see the necessity and usefulness of rapidly enlarging the seaborne commerce of the metropolis of New England.

The current issue is simple. The railroads absorb switching, lighterage, wharfage and other charges at New York which the shippers through Boston are themselves required to pay. This condition amounts to nothing more or less than a subsidy in favor of the port of New York. It gives an advantage and a priority to one State over another, which from an economic standpoint is dishonest and from a governmental standpoint is undemocratic.

Until this discrimination is abated or abolished, as it ought to be, by decision of the Interstate Commerce Commission, the businessmen of New England will have to employ such other means as lie at their disposal to revive the once farflung prestige of New England's maritime greatness.

Mr. Chapman of the United States Lines gave to us but a few days ago a very succinct lesson. He said that out of every \$18 in ocean freight rates paid to American shipping lines, \$15 is spent in this country for salaries, wages and shipping construction and materials. And out of every \$18 paid in freight rates to foreign steamship lines, only \$3 is spent in this country, the remaining \$15 being spent in foreign countries, usually the home countries of the foreign ships.

He might have added that American goods entrusted to foreign steamships are made to bear also all the handicaps that these lines can conceive in favor of the goods shipped by their own nationals.

In any event, his reminder should be ample for our New England exporters and importers.

The best way and the most patriotic way to build up yourself is first to build up your own country and keep your own domestic market, which, in the case of the United States happens to be the greatest in the world, at its highest possible standard.

This can be done by employing American ships, whose owners buy American goods, pay American taxes and give employment to American labor.

Our businessmen will find that when they begin to patronize the American merchant marine, it will soon make enormous strides of progress. And an inevitable result will be a natural, inescapable growth of the port of Boston.

With the American merchant marine patronized with the same patriotic partisanship manifested by the people of foreign countries for their marine, and with the differentials abolished, as they must be some day, the port of Boston will flourish as quickly as we would all believe.

Post 12/3/30

RATES WAY DOWN TO AID NEW YORK

Longer Distance Costs Less to Export ---Silverman Flays Associated Industries for Lack of Support

Exports of New England goods, which for natural advantages would be shipped out of the port of Boston, now go through the port of New York, instead, because of special artificial services and privileges allowed in New York on top of gouging freight rate preferences, according to evidence at yesterday's Interstate Commerce Commission hearing of Boston's petition for abatement of the unfair practices.

ASSOCIATED INDUSTRIES HIT

Exporters' agents testified that between 60 and 80 per cent of the shipments of New England goods are being sent through New York, to the detriment of the business of Boston. And rate exhibits showed it costs less in a number of instances to ship the longer distance by rail to New York, for export, than it does to ship the shorter distance to Boston.

Boston's fight got under full swing yesterday, at the hearing in the Chamber of Commerce. It was enlivened by the addition to Boston's complaint of charges of virtually free in-transit storage and wharfage allowances in New York, and by an out-of-hearing attack by Samuel Silverman, corporation counsel of Boston, on the Associated

Industries of Massachusetts, for not lining up four-square with the city and the port authority in the action to compel fairer rate and service treatment.

In this assault, Silverman called for a show-down from the Associated Industries, saying, "Are they with us? or against us?" This came when a New York commercial journal reported that the Associated Industries were "opposed to the present application of the city of Boston."

Fears Lighterage Charge

Edgar J. Rich, general counsel for the Associated Industries, through Francis J. Dowd, its transportation manager, issued a statement clarifying the situation, but giving no great comfort to the city and port.

"The Associated Industries of Massachusetts has kept in close touch with this complaint," the Rich statement said. "The association is vitally interested in the development of the port of Boston. With ships sailing from Boston the manufacturers would save freight rates to New York, and would get quicker deliveries. But we fear that the application of the principle of charging for lighterage would result in the building up of the New Jersey ports, Philadelphia and Baltimore, at the ex-

pense, not only of New York, but particularly of Boston.

"Furthermore, the acceptance of this principle, we fear, would greatly increase our transportation costs to our principal market, New York.

Take No Position Yet

"We have been willing to await the development of the evidence of the city of Boston, in the hope that it would be shown that our fears were groundless, in which case we would heartily support the port of Boston on brief and argument. We intend to take no position until we have the full facts before us."

Corporation Counsel Silverman came back at once with this:

"The position taken by the Associated Industries in this case is typical of the attitude of some of the representatives of the industrial and commercial interests in Boston and Massachusetts. It is this timidity and failure to fight and take a decisive stand in favor of the port of Boston that has kept this port in its present declining commercial status. We need new fighting blood. We probably will have it upon the completion of this case."

David J. Kelleher, vice-president and general manager of the H. P. Lambert Company, agents for hundreds of importers and exporters, mostly New England firms, declared that, on export freight, New York constituted practically the only competitor on shipments for his concerns.

Monetary Advantages

He said New York was favored in quantity of individual shipments for export, with between 60 and 80 per cent of them from New England moving via New York. Aside from the main reason for this, which he said was the availability of steamer service to all points in the world out of New York, there are "certain monetary advantages operating in favor of New York over Boston," he said.

"Where it is necessary, for instance, to switch merchandise arriving over a certain rail line to Boston, the freight being intended for an export vessel loading at a pier controlled by another railroad, this switch involving a supplementary charge of \$5 to \$15. This same service is rendered in New York practically without charge, by the application of the free-lighterage privilege on carload lots."

Kelleher was asked this question:

"If there were a readjustment of the rail rates to New York and Boston, removing New York's present advantage, by the amount of the cost of lighterage service at New York, would you be able to secure additional business for Boston?"

"Yes."

Only 25 P. C. Through Here

Elmer P. Small, vice-president of

Stone & Downer, one of the oldest traffic agents firms in the country, whose clients total more than 600 New England importers and exporters, followed Kelleher with much the same story. He said that only about 25 per cent of New England's exports went through the port of Boston. The other 75 per cent, he said, went via New York.

Hugo Oberg of Washington, rate expert, through exhibits and direct testimony, gave some examples of rates by which goods can be shipped from New England points for export at rates less for the longer distances to New York than to the nearer port of Boston.

Some of Oberg's evidence was as follows:

That furniture is shipped from Gardner to New York, a distance of 196 miles, for 72½ cents per unit, as contrasted with 78 cents to \$1.56 from Gardner to Boston, which is only 65 miles.

That ice cream freezers are shipped from Winchendon to New York, a distance of 195 miles, for 50½ cents, as compared to 53 cents for the 68 miles to Boston.

That chairs, etc., are shipped from Winchendon to New York, a distance of 195 miles, for 72½ cents, as contrasted with 79½ cents to \$1.59 to Boston, only 68 miles away.

Maine Affected

On cotton goods, Auburn, Me., to New York, 413 miles, charge of 41 cents; for same goods to Boston, which is 144 miles, same charge of 41 cents is made, he said.

On woolen goods, Dexter, Me., to New York, 502 miles, and from Dexter to Boston, less than half the distance, the same charge of 63½ cents is made, he said.

Mayor Edward H. Larkin was on the stand for a few moments yesterday, declaring that Medford as a suburb of Boston was vitally interested in the success of the port's petition for abatement of the unfair practices by which trade was being diverted from it.

He said that Medford had no piers now, but that in former days it was different, when Medford was "producing 'the best old thing there was.'"

This drew a big laugh, with Medford rum in mind, and Corporation Counsel Silverman asked:

"Talking about forbidden fruit?"

"Yes," said the Mayor.

Mayor Larkin made a telling point, in relating that a Chicago firm was thinking of locating a plant in Medford, "but when they looked over the railroad rates, they said, 'Nil,' and moved down to New Jersey." This brought another laugh, and the Mayor stepped down.

The hearing will resume this morning.

MAYOR TO OPERATE STEAM SHOVEL TODAY

Mayor Curley late yesterday accepted the invitation of William J. McDonald, Boston realtor, to operate the steam shovel which is scheduled to scoop out the first load of earth in the construction of the Physicians and Surgeons office building in the rear of the Copley-Plaza Hotel.

The Mayor promised to step into the cab and handle the levers sharply at 8:30 o'clock tomorrow morning, the hour selected to start the big construction job. And after the ceremony with other prominent leaders, he will be the breakfast guest of Mr. McDonald.

HOT CLASHES IN HUB FREIGHT RATE HEARING

Call for Subpoena Arouses Boston Counsel

BULLETIN (Latest)

The commission refused to issue a subpoena for Atty. Francis Dowd, transportation manager of the Associated Industries of Massachusetts, ruling that Dowd could be put on as a witness by New York as part of New York's defence. The commission's action was announced after the noon recess.

By HAROLD BENNISON

The bitterness existent between official Boston and the Associated Industries of Massachusetts flamed out into the open today when Atty. Wilbur LaRoe demanded that a subpoena be issued for Atty. Francis J. Dowd, transportation manager of the association. Atty. LaRoe made his request of the interstate commerce commission now hearing Boston's plea for lower freight rates.

BATTLE STARTS

Hardly had Atty. LaRoe ended his sentence demanding the subpoena when Atty. Johnston B. Campbell, representing Boston, jumped to his feet and demanded:

"Why do you want Dowd to appear at this hearing?"

Atty. LaRoe—I want to question him on the stand taken by the Associated Industries of Massachusetts, which has not supported Boston's claim and which is opposed to having a lighterage charge being made in New York.

The commission ruled that any requests for a subpoena must be made in writing. Atty. LaRoe agreed to file his request in writing.

Atty. Campbell—Do you insist upon Dowd?

Atty. LaRoe—I do not insist upon Dowd, but I do insist upon some one representing the Associated Industries of Massachusetts, which is the greatest industrial aggregation in Massachusetts if not in New England.

That was too much for Corporation Counsel Samuel Silverman, who had previously issued a statement bitterly attacking the association.

He leaped to his feet and said:

"I ask that Atty. LaRoe's remarks be stricken from the records, particularly those characterizing the Associated Industries as being an important industrial organization in this community and in the commonwealth. This is not generally conceded."

STRICKEN FROM RECORDS

Atty. Campbell objected to Atty. LaRoe's request on the ground that it contained statements of facts. He asked that it be stricken from the records. The commission ruled that inasmuch as the request for a subpoena had to be made in writing, the whole argument would be stricken from the records.

Of hardly less sensational interest was the flat charge by Atty. Campbell that "New York interests have ordered various Boston businesses to lay off the case and refuse to testify."

Atty. LaRoe, who represents New York, was at once on his feet: "I deny the charge and demand that counsel give proof of his statement."

Atty. Campbell—I have witnesses who will prove it but I cannot request them to take the stand at this time. If, however, these witnesses wish to take the stand at present they have my consent.

"I intended to make this statement formally a little later," continued Atty. Campbell, "and at that time I will produce witnesses and prove it."

Atty. LaRoe, who was on his feet at the time, snapped back: "New York will welcome your witnesses and challenge them to prove it."

FIGHT TO FINISH

Corporation Counsel Silverman during the noon recess was informed that Atty. LaRoe was planning to subpoena the chamber of commerce and put that organization on record. Atty. Silverman thereupon declared "We before this fight is over will find out which of the so-called Bostonians are with the port of Boston's fight and which ones are content to pay tribute to New York and let their own city continue to decline. This is a fight to a finish."

"We know that three witnesses who were scheduled to testify today have received orders from New York connections to keep off the witness stand. I do not care to divulge their names. The Associated Industries of Massachusetts promised to remain neutral in this fight. Yet from some source orders have come to important witnesses to keep out of this fight."

"The question now is whether or not Boston is to degenerate into a mere bedroom annex of New York or stand on its own feet. We can gain nothing by playing along with New York. That city will take everything from us. Are we to surrender or fight?"

"As to the Associated Industries, that organization is not united on this issue. Some members are not even aware that this great fight involves millions and that Boston is fighting with its back to the wall—they think it is a ferryboat matter."

SCORES TIMIDITY

The battle between the Associated Industries and Corporation Counsel Silverman flared up first yesterday when Silverman learned that the Associated Industries were not co-operating with Boston's fight. He issued a statement to "smoke out" the association and demanded a "show-down."

Edgar Rich, general counsel for the association, at once issued a statement, saying that the association was watching to see what would happen. Silverman retorted that such "timidity and failure to fight and take a decisive stand in favor of the port of Boston has kept this port in its present declining status. We need more fighting blood. We will probably have it upon the completion of this case."

The charge that certain Boston agencies connected with companies having headquarters in New York had been told to keep away from the hearing has been commonly made in the corridors, but today was the first time that issue came out into the open. It now promises to develop into an open-and-shut fight.

The final blow-off came after a morning full of clashes between Atty. Campbell and Atty. LaRoe. These started when Walter E. Barrett, superintendent of the terminal division of the Boston & Maine, was on the stand. His testimony was highly technical. Atty. LaRoe objected that the witness was reading

his statement so fast that no one could understand him.

READS TOO FAST

Earle M. Steer, presiding examiner, said: "Put the brakes on, Mister Witness."

The witness, however, sped along through his description of freight classification in the B. & M. yards, while Atty. LaRoe leaned forward to hear. The witness was then taken in cross-examination by Atty. LaRoe.

Atty. LaRoe asked a question about whether the district through which B. & M. freight is moved is congested.

"Is there any way," asked Atty. LaRoe, "of reaching the docks without going through congested areas?"

At the words "congested area," Atty. Campbell flared up like a bull which sees a red flag. He objected vehemently.

Atty. LaRoe—If counsel will not interrupt we'll get along faster.

Atty. Campbell—If you'll confine yourself to proper cross-examination, you won't be interrupted."

A moment later Atty. Campbell objected to a question, saying that the witness didn't understand it.

"Apparently the witness understands the question better than counsel," snapped Atty. LaRoe.

Atty. Campbell turned to his associate, Corporation Counsel Samuel Silverman of Boston, and remarked, in an off-the-record aside: "That's only a little grand-stand play. Let him have his drama."

Atty. LaRoe, who, in common with all in the room heard the remark, asked in his sweetest and most courteous tone: "Have you finished, sir?"

Examiner Steer, who previously had rapped for order several times, joined in the laugh which followed Atty. LaRoe's sally, but was forced to rap for order several times before the usual decorum was restored.

More serious objections were offered, however, when Atty. LaRoe started questioning Barrett about trucking and switching charges.

Atty. Campbell: "Counsel should not be permitted to indulge in questions concerning which the witness has not testified."

NO FREE LIGHTERAGE

Atty. LaRoe: "The whole case is based on lighterage. But when we ask a question which goes to the bottom of the case, he (meaning Atty. Campbell) objects every time."

Barrett's testimony brought out that no free lighterage was provided in Boston by his line. Atty. LaRoe attempted to bring out that switching and trucking services furnished by the B. & M. amounted to about the same thing.

The array of counsel representing the various interests affected is one of the strongest ever assembled in this city. About 40 eminent counsel are present, representing about 100 clients.

The case is not strictly one of law. The lawyers admit that it is one of facts, rather than law.

Any hearing before the I. C. C. is on a broader basis than an ordinary court fight and rate fights require a peculiar sort of training. The average criminal lawyer, for example, would be lost in such a case, for there is no definitely legal "right" or "wrong." The whole matter is one of facts and public policy.

Because of this situation, the lawyers are primarily rate experts. Take the pair whose clash enlivened today's proceedings and who are fighting every inch of the way. Boston is represented by Johnston B. Campbell, a lawyer and at one time a general practitioner, but today an expert in I. C. C. cases.

"KNIFING" CHARGED AT RATES HEARING

Silverman Flays Associated Industries —Alleges Tampering With Witnesses

Corporation Counsel Samuel Silverman for Boston said today, "We shall continue smoking out these divided interests in Boston, in our differential rate case being heard by the Interstate Commerce Commission at the Chamber of Commerce, until we know who is with us and who is against us and who is willing to close the port of Boston and continue to pay tribute to New York."

"The Associated Industries promised to remain neutral in this case and has secretly been out 'knifing' us."

"The association is not united against us, for only a few of that body, who fear for their New York connections, are out against us."

"Old vs New Boston"

"We had three local shippers ready to testify today and they refused at the last minute, saying their New York offices had ordered them not to testify."

"In their October report, the Associated Industries took a slap at us and our complaint and the port of Boston, and said their business must move through the port of New York because it is such a tremendous market for domestic goods."

"This is a fight of the new Boston against the old Boston and this case will show all Boston interests in their true light before it is finished."

"We are prepared to show our witnesses have been tampered with."

Request Starts Clash

The clash over the Associated Industries at today's hearing started when attorney La Roe asked to have a subpoena issued for Francis J. Dowd, transportation manager of the Associated Industries of Massachusetts, and that he be allowed to be called here to save him going to New York.

Attorney Campbell objected, saying everybody knows that Mr Dowd and the Associated Industries are taking no part in this case for Boston. He said it has been known that certain witnesses have had orders from New York not to appear here in this case and have been told to "lay off."

Lawyers Demand Proof

A chorus of defendant attorneys demanded that attorney Campbell prove his statement or withdraw it. He was asked to name the source of such orders. Attorney Campbell said he prefers to have his witnesses tell who, when and how they got such orders.

Attorney La Roe asked the charge be withdrawn and attorney Campbell agreed to withdraw the statement, saying he would put all the facts in evidence later.

Asks La Roe Withdraw

Corporation Counsel Silverman asked

attorney La Roe to withdraw his statement that the Associated Industries in the all important association of merchants here and is opposed to the Boston complaint and is opposed to having an extra charge made at New York to the freight rates for the present free lighterage service.

Attorney Campbell insisted the remark should be stricken from the record because the Associated Industries is an intervener to the case and is represented at the hearing by an attorney. Attorney Campbell insisted the rules require a request for a subpoena be written.

The statement was ordered stricken from the record and the examiner said the defendants can prove their case later by witnesses.

The arguments brought out the allegation that the Associated Industries of Massachusetts are openly against the Boston complaint and expect to take a prominent part in the case against the port of Boston and in favor of the port of New York.

ALLEN ALLOTS FUNDS FOR ELY ON COURT

Sufficient for Preliminary
Work on Structure

Curley Calls on Governor—Mayor
Expects \$5,000,000 to Give Jobs

The conference yesterday afternoon between Mayor Curley and Gov Allen at the latter's office regarding the construction of a building to house the Supreme Court, the Land Court and the Social Law Library revealed the fact the Governor has made available for his successor in office, Gov-Elect Joseph B. Ely, funds sufficient to start preliminary work on the structure. The Mayor made an unexpected call upon the Governor regarding the project, and the Governor told him the present situation.

A special commission created by the Legislature is now preparing plans for a building on land immediately east of the State House, bounded by Bowdoin and Derne sts. The commission will report before Jan 7.

Mayor Curley stated that he felt that no time should be lost in beginning the work. He called attention to the congested conditions in the Suffolk Superior Courthouse in Pemberton sq, and pointed out that in the case of the Supreme Court and similar activities the county is providing space for State organizations.

In addition the Mayor declared that if everything is expeditiously handled there will be available early next year construction work to the amount of \$5,000,000, which of itself would provide many jobs for persons now unemployed. He estimated the cost of the Supreme Court building, to be borne by the State, at \$4,000,000, and the cost of alterations in the Suffolk County Courthouse approximately \$1,000,000.

SENATOR-ELECT COOLIDGE CALLS ON MAYOR CURLEY

United States Senator-Elect Marcus A. Coolidge today called upon Mayor Curley in City Hall to pay his respects and while there expressed his appreciation for services rendered during the last campaign.

UNEMPLOYMENT IS FURTHER RELIEVED

Mayor Curley announced more contributions to the relief of unemployment today.

At his request the civil service commission will send to the park department a list of eligibles for employment as laborers from which 100 men will be selected to work for the next three months at \$5 a day converting the Grew estate in West Roxbury and Hyde Park into a municipal golf course. They will start work Monday.

The commission also extended for another period of three months the temporary employment of 85 gardener-laborers in the park department.

SCHOOL BUILDING FOR DORCHESTER

The school committee plans the erection of a new building, consisting of a kindergarten and 12-class rooms, in the Gilbert Stuart district in Dorchester. Mayor Curley yesterday approved an order for the taking of land at an estimated cost of \$11,000, but the site has not yet been chosen.

TRAVELER 12/3/30

cont
ford, the next witness, testified that his city was vitally interested in the rate proposal and said that he believed Boston would benefit by a rate adjustment. Mayor Larkin brought a smile to the faces of the listeners when he added that the best-known product in the world was once made in Medford, but today is in the class of "forbidden fruit." He declared also that certain big industrial enterprises had declined to move to Medford because of the freight rate situation. They moved instead, he said, to New Jersey.

Elmer E. Elwell, vice president of Stone & Downer Company, the oldest import and export concern in the United States, and president of the Foreign Commerce Club, testified, "Our concern has found that the port of Boston is at a disadvantage in comparison with other North Atlantic ports. These disadvantages include switching or interchanging deliveries at Boston, which service is assessed for in addition to the rail freight rates to Boston from New England points. At New York, especially, delivery can be made to any steamship pier in the harbor by means of free lighterage. The railroads serving the port of New York and other North Atlantic ports grant special storage in-transit with very favorable storage charges and other privileges which the railroads serving this port do not provide.

"We import freight for New England destinations mostly through Boston. Our imports to central territory are practically nil via Boston owing to the disadvantages and privileges granted at other North Atlantic ports. Twenty-five percent of our exports move out of Boston as against 75 percent out of New York. Free lighterage is one feature attracting business to New York."

Kelleher Is Witness

David J. Kelleher, vice-president of H. P. Lambert Company, customs agents for several hundred importers, testified, "The principal reason why New York is favored over Boston by shippers, including those of New England, is the availability of steamship services to all parts of the world. Then we have certain monetary advantages operating in favor of New York over Boston. Where it is necessary, for instance, to switch merchandise over a certain rail line to Boston, the freight being intended for an export vessel loading at a pier controlled by another railroad, this switch involving a supplementary charge of from \$5 to \$15, the same service is rendered practically without charge in New York by application of free lighterage service.

"It has been our experience that business not affected by this free delivery feature often moves to New York when the more logical port is Boston. I would naturally prefer to do all New England business via Boston and believe that if a readjustment of the relationship in the rail rates to New York and Boston were made, removing New York's present advantage by the amount of the cost of free lighterage service at New York, we would be able to secure additional business for Boston, and if we secured an increase in business at this port steamship lines would send more ships here and extend their services to take care of this increase."

URGES SELECTION OF SCHOOL SITE

Curley Wants \$1,000,000 Project Started

Delay in agreeing upon a site for the proposed \$1,000,000 high school for girls has resulted in Mayor Curley's asking the School Committee to reach an immediate decision, for it is essential, in his opinion, that, if the building program for 1931 is to be presented to the Legislature, the matter be settled at once.

Today the Mayor declared to Louis K. Rourke, superintendent of school-house construction, that Pasteur av is not a desirable location for the new school. It is said the committee is divided on sites adjacent to the present Girls' High School on West Newton st. Pasteur av in the Fenway and Grove Hall.

An agreement at a recent conference to erect the new school in the vicinity of Grove Hall has not been carried out and the Mayor expressed surprise today at the failure. Opposed to Pasteur av, he feels that the Dorchester demand for accommodations should be met with the erection of the high school there.

Following the conference with Mr Rourke, the Mayor addressed the following communication to the members of the School Committee, the members of the Board of Apportionment, the members of the Department of School Buildings, the superintendent of construction for the Department of School Buildings, and Frank A. Goodwin chairman of the Boston Finance Commission.

"At a meeting held at the office of the Mayor at which were present representatives of the School Committee, the Board of Apportionment and the Department of School Buildings, the question of completion of the construction program was considered and agreed upon.

"This program has been prosecuted with dispatch and in conformity with agreements made at the conference which was held, with one exception.

"The exception, I am informed, is in the case of the High School for Girls which represents an expenditure in excess of \$1,000,000.

"It is essential, if the building program for 1931 is to be presented to the Legislature, that this matter be agreed upon at once.

"In view of the importance that attaches to the disposition of this particular item, both from the Legislative and unemployment standpoints, I sincerely trust that immediate action will be taken."

C. S. C. APPROVES EXTENSION FOR 85 GARDEN LABORERS

The Civil Service Commission today approved an extension of three months for 85 garden laborers in the Park Department.

Park Commissioner Long has applied to the Civil Service Commission for names of 100 laborers for a period of three months at \$5 a day on the proposed golf course at West Roxbury-Hyde Park. It is hoped to have the list in time to put men to work on Monday morning.

TRANSIT COMMISSION BUYS CRANE FOR SUBWAY WORK

Transit Commission Chairman Thomas F. Sullivan informed Mayor Curley today that his department had purchased a third crane from the Mead-Morrison Company of East Boston, for use in connection with the Governor's sq Subway extension work, at a cost of approximately \$7300.

The officials of this company informed Col Sullivan that for each crane purchased they are able to employ, for one week's work, over 60 men. This presents a striking example of the importance of purchasing locally, wherever possible, as a means of providing opportunity for work for Boston and Massachusetts citizens, said Mayor Curley today.

THANKS HULTMAN FOR LIQUOR GIVEN HOSPITALS

Boston hospitals recently received a large supply of excellent confiscated liquor, a gift of the Boston Police Department, and today Mayor Curley in a letter of appreciation to Commissioner Hultman said the supply was ample for two years. Incidentally he suggested that narcotics in the department be turned over to Boston hospitals and that any additional good liquor in the possession of the Police Department be turned over to the following hospitals: Beth Israel Hospital, Faulkner Hospital, Massachusetts General Hospital, New England Baptist Hospital, Roxbury Hospital (Salvation Army), St Margaret's Hospital, Carney Hospital, Free Hospital for Women, Massachusetts Homeopathic Hospital, New England Deaconess Hospital, St Elizabeth's Hospital, Salvation Army Maternity Hospital.

MAYOR APPROVES 59 MEN AS TEAMSTER LABORERS

Mayor Curley yesterday approved the appointment of 59 men as teamster laborers at \$5 a day. Of that number 15 will be in the sewer division and 11 in the Water Department for 30 days, and the remaining 33 in the Public Works Department for 90 days.

MAYOR ABANDONS BRANCH FOR WOMEN EMPLOYMENT

Mayor Curley yesterday announced that plans to instal a branch of the Municipal Employment Agency for women in the library of the Emmanuel Episcopal Church had been abandoned and the work will be carried on at the Women's Municipal Employment Bureau, 25 Church st. He received a letter yesterday stating that it would be quite impossible to use the church library as an employment bureau, but that the church would help in every way possible in the present situation.

MAYOR TO OPERATE SHOVEL TO START FOUNDATION

An invitation was accepted by Mayor Curley yesterday to operate a steam shovel in the digging of the foundation for the Physicians and Surgeons building, to be erected by William J. McDonald and Associates at the rear of the Copley Plaza Hotel. The Mayor will handle the shovel at 8:30 tomorrow morning, after which breakfast will be served in the building.

GLOBE 12/3/30

SILVERMAN FORCES ASSOCIATION'S HAND

Makes Associated Industries State Its Position on Rail Rate Fight As One of Watchful Waiting

Corporation Counsel Samuel Silverman, for the city of Boston, in effect "smoked out" attorney Edgar J. Rich, for the Associated Industries of Massachusetts, as regards the association's attitude toward the complaint of the Boston Port Authority, the city of Boston and the Commonwealth of Massachusetts, now being heard at the Chamber of Commerce before the Interstate Commerce Commission, that Boston is unfairly and unjustly discriminated against.

It had been whispered since the hearings opened Monday that the Associated Industries opposed the Boston complaint. Corporation Counsel Silverman made a public statement, to which attorney Rich made a prompt answer. This in turn was answered by a second statement from Mr Silverman.

Complaint Is Amended

Another feature of the opening of the hearing yesterday, regarded as a substantial victory for the complainants, was the acceptance of an amendment to the complaint.

Attorney Wilbur LaRoe Jr for New York objected strenuously to the acceptance of the amendment.

The amendment adds the following paragraph:

"That through and by the means of affording free storage in transit and exemption from demurrage on freight, such freight being transported to and from the Port of New York District or from the Port of New York District, or to be afforded free lighterage service by the defendants at the Port of New York District, and through denial of similar free privileges in transit on similar freight transported by the defendants to and or from the port of Boston said defendants give undue preference and advantage to said Port of New York District and to said freight traffic and shippers thereof handled through said Port of New York District and subject the complainants and said similar traffic and competing shippers thereof to undue prejudice and disadvantage in violation of Section 3 of the Interstate Commerce act."

Report Is Published

Still another outstanding feature of the day's hearing was the testimony of Gerrit Fort, formerly vice president of the Boston & Maine and now chairman of the Maritime Association and president of the Raymond Whitcomb Company.

The New York Journal of Commerce yesterday published a statement that

the Associated Industries oppose the Boston complaint and this incident caused attorney Silverman to make his first statement.

"I want to know what is meant by that statement of the true position of the Associated Industries. Are they with us or against us?" he asked. "Are they supporting or opposing us? Are they supporting or opposing the city of Boston and the Commonwealth in their great fight for the economic future of the port of Boston?"

Rich Makes Reply

Immediately after the publication of this statement attorney Rich appeared at the hearing and made this reply:

"The Associated Industries of Massachusetts has kept in close touch with this complaint. The association is vitally interested in the development of the port of Boston. With ships sailing from Boston the manufacturers would save freight rates to New York and would get quicker deliveries. But we fear that the application of the principle of charging for lighterage would result in the building up of the New Jersey ports, Philadelphia and Baltimore, at the expense, not only of New York, but particularly at the expense of Boston.

"Furthermore, the acceptance of this principle we fear would greatly increase our transportation costs to our principal market, New York.

"We have been willing to await the development of the evidence of the city of Boston, in the hopes that it would be shown that our fears were groundless, in which case we would briefly and heartily support the port of Boston on brief and argument. We intend to take no position until we have the full facts before us."

Silverman Again Speaks

Within a very few minutes attorney Silverman issued his second statement, which said: "The position taken by the Associated Industries in this case is typical of the attitude of some of the representatives of the industrial and commercial interests in Boston and Massachusetts.

"It is this timidity and failure to fight and take a decisive stand in favor of the port of Boston that has kept this port in its present declining commercial status.

"We need new fighting blood. We probably will have it upon the completion of this case."

Hugo Oberg, nationally-known rate expert of Washington, was the first witness at the hearing.

ly unequal charges made for shipping goods from New England points to Boston and New York.

Fort Takes the Stand

Mr Fort testified as a citizen of Boston. He said he has been in the transportation business all his life and that his most important job had been to develop traffic. As vice president of the Boston & Maine, in charge of traffic, he soon learned, he said, that the railroad was not getting any export or import traffic.

He told of establishing off-line agencies with a view to getting long hauls of export business to be shipped through the port of Boston. He found Boston was operating in a "vicious circle," as it is today.

He said: "You can't get the ships to come here unless you have bottom cargoes, and you can't get the grain, which is the most important cargo, unless you can get the ships."

It is a fact, he said, that a much larger proportion of traffic reaching New York has to be lightered, and the railroad getting the haul absorbs the charges for the extra service.

If transportation is to survive in New England, and particularly in Northern New England, the railroads here must get additional tonnage, he said:

Admits All Have Lost

Cross-examined by attorney LaRoe, Mr Fort admitted all American ports have lost grain shipments to Montreal, but he said New York has not lost as great a proportion as other ports have. He admitted Boston and New York are on a parity as to grain rates, and admitted Gulf ports are getting grain shipments.

The witness testified that during the war the through rate for grain from Chicago to Liverpool was the same through New York, Boston, Philadelphia and Baltimore. The rail rates, he said, were adjusted to accomplish this, but later the Shipping Board adjusted the ocean rates, leaving Boston at a great disadvantage.

Mr Fort testified that the terminal situation in respect to lighterage here is not comparable to the terminal situation in New York Harbor.

Some Charges Absorbed

Expert Walter McCoubrey, recalled for cross-examination, testified that for the failure of the railroads here to establish a flat rate for the delivery of freight direct to the steamer here is one of the fundamental causes of the difficulties of the port. He said that the railroads absorb trucking charges on less than carload lots in a few cases, but that he has no opinion on the question of right or wrong, because the practice is so small that it is negligible.

Pressed by Mr La Roe, he gave as an example the practice of car floatage between the United Fruit Company wharf to the float bridges of the New York, New Haven & Hartford Railroad and the Boston & Maine, the cost of which is absorbed in some cases by the railroads when the cargo's destination is west of the Hudson River. He explained that it is all in the I. C. C. tariff.

He also testified that the Boston & Albany makes some allowance to the shipper for loading bananas, but that the Boston & Maine and New Haven do not. He later admitted that the New Haven does make certain fixed allowances for loading and cartage of bananas destined to certain specified points.

Mr. Charbonneau said that Lowell formerly exported large quantities of goods through Boston but its industries had declined and he believed that anything that would help them to revive would be of benefit to the city.

Mayor Carriere expressed belief that the commercial interests of Fitchburg were largely dependent on the traffic to Boston and advocated rates which would allow Boston to enjoy the advantages of its situation and port facilities.

Mayor Whelan testified that Chelsea has 102 diversified industries and that his city is situated so close to Boston that it would benefit by any improvement in Boston's trade. When he remarked that some industries had left Chelsea and gone to New Jersey he caused a burst of laughter among the attorneys representing the interests opposed to the Boston complaint because it was New Jersey which brought the case against New York for lower rates.

New England exports which would naturally be shipped from Boston are now shipped through New York because of the special concessions granted at that port, according to the testimony yesterday afternoon of David J. Kelleher, president of the H. P. Lambert Company and Elmer E. Elwell, vice president of Stone & Downer, agents for many large New England Importers and exporters.

Elwell testified that 75 per cent of his firm's exports were shipped from New York, and Kelleher asserted that 60 to 80 per cent of his company's export business also went through New York. The disadvantages to Boston resulting from the switching charges here as against the free lighterage service performed in New York and the lower storage rates at that port were cited by Elwell as the factors in sending the bulk of New England's shipments through New York.

Kelleher testified that the low in-transit storage rates granted imports in New York were "far out of line with the competitive rates among Boston warehousemen. Cargo landed from incoming ships is trucked to such warehouses and for a ridiculously low monthly assessment is held for subsequent delivery by rail to interior destinations." As an example, he said that the New York storage rate for wood pulp is seven cents a ton, compared to 22.4 cents at Boston. He said that two of his firm's principal clients had assured a 100 per cent increase in imports by way of Boston if similar rates were available here.

Mayor Richard H. Larkin of Medford, who said that his city was vitally interested in the rates established for the port of Boston, caused great amusement among counsel opposing the Boston petition when he said that a Chicago firm which "was thinking of moving to Medford went to New Jersey instead" because of the freight rates here. It was New Jersey which first attacked the New York rates, contending that ports of that State should have lower rates because of the lighterage service performed in New York harbor.

The decision of the Associated Industries of Massachusetts to await until the evidence is complete before making known its stand in the case was sharply criticized by Corporation Counsel Silverman, who earlier had demanded a "show-down" as to the attitude of that organization. Edward J. Rich, general counsel for the Associated Industries, replied that the organization had refrained from taking an active part in the case because "we fear that the application of the principle of charging for lighterage would result in the building up of the New Jersey ports, Philadelphia and Baltimore at the expense, not only of New York, but particularly of Boston"

and that "acceptance of this principle, we fear, would greatly increase our transportation costs to our principle market, New York."

In answer to this statement, Corporation Counsel Silverman declared, "the position taken by the Associated Industries in this case is typical of the attitude of some of the industrial and commercial interests in Boston and Massachusetts. It is this timidity and failure to fight and take a decisive stand in favor of the port of Boston that has kept this port in its present declining status. We need new fighting blood. We probably will have it on completion of this case."

Curley Wants Action Now on New Girls' High

Disagreement on Site May Hold Up Next Year's School Construction Program

Lack of agreement among members of the School Committee on the question where the new High School for Girls should be located may cause complications when the department goes to the Legislature early next year with another school construction program. At last Monday's meeting the school authorities were divided as between a site in the Fenway and a site in the Savin Hill district of Dorchester and today Mayor Curley, aroused over the disagreement, asked that immediate action be taken, saying that "it is essential, if the building program for 1931 is to be presented to the Legislature, that this matter be agreed upon at once."

Four weeks ago representatives of the School Committee, the Board of Apportionment and the Department of School Buildings met in the mayor's office to discuss the completion of the construction program. According to the mayor's view, there was agreement on all details, the Girls' High to be erected in the vicinity of Savin Hill. Since then Super-

Church Library Not Available to City

Rev. Benjamin M. Washburn, rector of Emmanuel Episcopal Church, has been obliged to withdraw his offer to Mayor Curley for the use of the church library at 15 Newbury street as a woman's branch of the Municipal Employment Bureau. The rector states that he "regretted that circumstances quite unforeseen seem now to make it quite impossible for us to extend to you the use of our library for the employment bureau." As a result the woman's branch will remain at 25 Church street.

intendent Louis K. Rourke of the Department of School Buildings has proceeded with despatch and in conformity with the agreement, with one exception. Today, the mayor held another conference with Mr. Rourke, outlining to him his anxiety that the high school controversy be settled, not only for its bearing on the legislative program for another year but because of its possibilities, with the expenditure of more than \$1,000,000, in providing for unemployment.

Mayor Curley, who said today that he did not wish to appear in the position of dictating to the school authorities, has argued from the first against locating the school in the Louis Pasteur district of the Fens because of the transportation problem. Already, as he has pointed out, there are twelve major education and hospital institutions there and the transportation facilities to and from the district are bearing as heavy a burden as they can stand.

The proposed school has been in controversy for many months. At the legislative hearings last winter Chairman Frank A. Goodwin of the Finance Commission, charged that the School Committee had backed and filled on the question whether the school should be built and had changed the program as torooms so that instead of a sixteen-room building, as originally intended, the committee would put up a fifty-room building. Mr. Goodwin was opposed to the construction of a new Girls' High School at the location on West Newton street then in mind, feeling that the money should be spent on elementary buildings.

There is still a strong feeling in school department circles that the new building should replace the old building on West Newton street, or, in case that location did not seem feasible, a site should be obtained in the Fens.

WOMEN'S EMPLOYMENT BUREAU ESTABLISHED

A women's branch of the municipal employment bureau was established by Mayor Curley yesterday at the quarters of the bureau, 25 Church street. It will be an adjunct of the men's bureau but entirely separate.

He acted after the Rev. Benjamin M. Washburn had withdrawn the tender of the use of the library of Emmanuel Episcopal church on Newbury street, which the mayor accepted Monday.

VETERANS REPAY CITY \$1066, LYDON REPORTS

Repayments by veterans of money illegally obtained as soldiers' relief gave Commissioner John J. Lydon opportunity yesterday to turn over to Collector McMorro \$1066.

During the day a check for \$40 was received from a conscience stricken Veteran who expressed apprehension that he obtained the money illegally in 1922. No demand had been made for repayment.

Charges Order to "Lay Off" in Rate Fight

**Allegation by Boston's Counsel
Denied by Representative of
N. Y. Port Authority**

Clashes Frequent

**Sharp Exchanges Enliven In-
terstate Commerce Com-
mission Hearing**

A charge by Johnston B. Campbell, special counsel for the complainants, that certain New York interests have "ordered" various Boston business men to "lay off" in any effort to testify in behalf of the port of Boston in its fight before the Interstate Commerce Commission to obtain more favorable freight rates in comparison with New York, and denial of the allegation by Wilbur LaRoe, Jr., counsel for the New York Port Authority, together with frequent verbal clashes of counsel for both sides featured today's hearing in the case at the Chamber of Commerce Building. Following Mr. LaRoe's denial of the charge, Mr. Campbell declared that he had intended to make the statement later in the hearing and that he had witnesses to prove what he said. Mr. LaRoe requested that his opponent's statement concerning the Boston witnesses be stricken from the record and Mr. Campbell said that he was willing that this be done.

Earl M. Steer, examiner of the Interstate Commerce Commission, who is presiding at the hearing, had to rap sharply for order on several occasions when the opposing counsel grew sarcastic in their exchange of compliments. One clash resulted from the objections of Mr. Campbell to the cross-examination by Mr. LaRoe of Walter E. Barrett, superintendent of the terminal division of the Boston & Maine Railroad, who gave a detailed description of the operation of the freight classification yards of the road in Greater Boston. During Barrett's direct examination, LaRoe complained that the witness was reading his statement so fast that no one could understand it. Examiner Steer requested the witness to "put the brakes on." Soon after beginning his cross-examination, Mr. LaRoe was interrupted when Mr. Campbell objected to his references to "a congested area" through which the freight moves in Boston.

"If counsel would not interrupt we would get along faster," Mr. LaRoe remarked.

"If you would confine yourself to proper cross-examination you wouldn't be interrupted," retorted Campbell.

On another occasion when Mr. Campbell objected on the ground that the witness did not understand the question Mr. LaRoe remarked:

"The witness understands the question better than his counsel."

Mr. Campbell in an aside to his associate, Corporation Counsel Samuel Silverman of the city of Boston, said:

"That's only a little grandstand play. Let him have his drama."

Mr. LaRoe in his mildest tone then inquired:

"Have you finished, sir?"

Case Based on Lighterage

A short time later when Barrett was questioned regarding the cost of trucking and switching freight from the Boston & Maine yards to the docks, Mr. Campbell again objected, saying that counsel should not be permitted to indulge in questioning on matters to which the witness had not testified in his direct examination.

"This whole case is based in lighterage," said Mr. LaRoe. "When we ask a question that goes to the heart of the case he objects every time."

There were other minor exchanges between the two lawyers before Mr. LaRoe completed his cross examination and was succeeded by William H. Chandler, traffic manager of the New York Merchants' Association, who formerly was manager of the transportation department of the Boston Chamber of Commerce.

Mr. Barrett testified that the shipper loads and unloads carload freight and the railroad loads and unloads less than carload freight at Boston and that the waterborne freight is transferred between the cars and piers at the expense of the railroad. The road has a subsidiary company, the Boston & Maine Transportation Company, which performs certain services in lieu of switching or other rail operations, he testified. The most of this service, he said, consists in the transfer of freight between the freight houses in Boston and outlying stations in order to reduce costs and give quicker service. As this service is only in substitution for rail service there is no charge for it, he said. Trucks also are used, the witness continued, to transfer freight between the railroad terminals at Boston and certain coastwise steamship lines. Less than carload export and import freight is trucked at the railroad's option between the docks and freight houses, depending on whether there is enough volume to warrant switching service.

The witness said that there was no lighterage service performed at Boston similar to that at New York and that the only car float or service of the kind performed was for the interchange of cars of freight between the United Fruit Company pier at Long Wharf and a float bridge at Mystic Wharf.

On Associated Industries' Position

At the conclusion of Barrett's testimony a second verbal tilt between counsel disrupted the proceedings for a time until the matter could be adjusted by Examiner Steer.

Mr. LaRoe rose to request that the record contain his request that a subpoena be issued for the appearance at the hearing of Francis J. Dowd, transportation manager of the Associated Industries of Massachusetts. Mr. Campbell interrupted Mr. LaRoe, demanding to know for what purpose Mr. Dowd would be brought to the stand. Mr. LaRoe said that he did not want Mr. Dowd to go to the trouble of appearing at the New York hearing and said he believed he could answer the questions he wished to put if he appeared at this hearing tomorrow. Mr. Campbell again pressed his question as to the purpose opposing counsel had in mind.

Mr. LaRoe replied that he wished Mr. Dowd to state the stand taken by the Associated Industries of Massachusetts in not supporting Boston's claim and its opposition to a lighterage charge being imposed at New York.

Mr. Campbell asked what Mr. Dowd's testimony could show to the examiners. Mr. LaRoe replied that as representing the greatest industrial aggregation in Massachusetts, if not in all New England, he thought such testimony would be very important in this case.

Mr. Campbell charged that it is common knowledge that certain New York interests have "ordered" various Boston business men to "lay off" in any move to testify on behalf of Boston. Mr. LaRoe jumped to his feet at this and exclaimed: "I deny that allegation and demand that Mr. Campbell prove his statement."

"I intended to make this statement formally a little later in the case and I have witnesses who can prove what I say, but I am not ready at this time to have them brought to the stand," Mr. Campbell said. "If, however, these witnesses are willing to appear they are at liberty to do so."

Mr. Silverman then asked that Mr. LaRoe's statement be stricken from the record, especially that part giving the Associated Industries of Massachusetts the important place in the industrial life of the Commonwealth and added that this place is not generally conceded to them.

Mr. Campbell told Examiner Steer that Mr. LaRoe's remarks were in the form of statements of facts and should not be admitted into the record. Mr. Steer ruled that counsel in such a request as that of Mr. LaRoe must make their pleas in writing and Mr. LaRoe replied that he would do so, requesting the subpoena in writing.

Mr. LaRoe then requested that Mr. Campbell's statement regarding the Boston witnesses be stricken from the record. Mr. Campbell said this was agreeable to him at this time but he wished to have the opportunity of bringing the witnesses to the stand at a later date.

Representatives of four Massachusetts cities testified in support of the Boston petition which they declared would result in benefit to their communities. They were Mayor Albert H. Stone of Gardner, Mayor Joseph N. Carriere of Fitchburg, Mayor John J. Whelan of Chelsea and Henry V. Charbonneau, city solicitor of Lowell. All of these witnesses said that they had no knowledge of the present rates except in a general way but that it was their understanding that Boston suffered disadvantage as a result of the free lighterage service given at New York, and that they felt that industries in their cities would thrive to a greater extent if Boston had lower rates.

Another clash between Mr. Campbell and Mr. LaRoe occurred during the cross examination of the city officials when Mr. Campbell accused his opponent of putting words in the mouths of the witnesses. The cross examiner inquired particularly as to the reason for the appearance of the representatives of the various cities at the hearing and they in reply informed him that the matter was first discussed at a meeting of the Massachusetts Mayors' Club by Mayor James M. Curley and that they since had been asked to appear by Corporation Counsel Silverman. In this connection Mr. Silverman caused a laugh in beginning his examination of City Solicitor Charbonneau when he asked:

"Are you here representing the mayor of Boston?"

He then quickly corrected himself substituting "Lowell" for "Boston."

BAN UPON OUTSIDERS WHO SEEK CITY'S AID

Applicants at Hawkins St
Come In From Suburbs

Mayor Warns Them to Keep Away;
No Help After 24 Hours

Boston is being called upon to care for an unusual number of applicants for food and shelter at Hawkins st. It

is said many are residents of cities within 15 or 20 miles of Boston and the Board of Welfare has ruled that the Boston should not be required to extend its aid to the nonresidents for a period greater than 24 hours.

Mayor Curley, in a statement given out yesterday, declared there is small inducement for a resident of cities or towns outside of Boston to come here seeking employment.

"At a conference held at the office of the Mayor with the Overseers of the Public Welfare, the question of policy was discussed with reference to the lodging and feeding of persons other than residents of Boston," the statement said.

"It was pointed out by the Overseers of the Public Welfare that there was a large influx of persons last evening seeking shelter and food, due unquestionably to the change in tempera-

ture, and an examination disclosed the fact that in nearly every case the applicants were non-residents and yet had legal residences in cities and towns within 15 miles of Boston.

"The opinion of the board, in which the Mayor concurs, is that these individuals should seek shelter and food in the cities and towns in which they have legal residences and the city of Boston should not be required to provide for them other than for a period of 24 hours to cover any existing emergency.

"The unemployment situation in Boston proper is being taken care of in a perfectly satisfactory manner insofar as citizens of Boston are concerned, due to the insistence of the Civil Service Commission that upon all public work conducted by municipal departments the persons appointed to perform the work shall be drawn from the Civil Service lists.

"Only citizens enjoy a preference and regardless of the amount of work that may be done by the municipality there is no opportunity for the direct employment of a non-resident upon other than contract work. As a consequence there is but small inducement for residents of cities and towns outside of Boston to come to Boston seeking an opportunity for employment upon municipal projects."

COUNCIL DENIES

MAYOR \$250,000

After a session which lasted until after midnight, the Cambridge City

council voted a \$25,000 loan order authorizing Mayor Russell to have plans drawn and start the preliminary work for the proposed new Ringe Technical School.

The Mayor had asked for \$250,000 to start work on the school, claiming that it would save the city \$25,000 next year. If the money was made available now, President Joseph M. Stokes of the council led the fight against the Mayor's plan, saying he would not vote on funds for the school until he saw the plans.

CURLEY RAPS "BOSSSES" WHO ACT LIKE REDS

A denunciation of employers who reduce wages or who discharge employees during an unemployment crisis was made by Mayor Curley in addressing the northern division of the Daughters of the Revolution in convention at the Statler last night.

"Such an employer is almost as bad as a Red," the mayor declared.

After viewing an exhibit of Communist activities and propaganda he called attention to the need of patriotism to repel Communist doctrines.

An appeal to women of the nation to combat the propaganda of Soviet Russia was made by Mrs. Lowell F. Hobart, president general of the D. A. R., at the opening session of the convention. She deplored the movement against military training in this country.

Curley Urges Speed on New School Site

Mayor Curley yesterday, in an effort to speed the building of the new Girls High School, requested the school committee to decide on a site for the new building. Immediate construction of the building would be of aid to the unemployed, Mayor Curley pointed out.

CURLEY SPEEDS UP NEW SCHOOL PLANS

Asks That Site Be Chosen
Soon for Girls' High

Declaring it essential that immediate action be taken in the selection of a site for the proposed \$1,000,000 high school for girls, because of the legislative and unemployment situation, Mayor Curley yesterday addressed a letter to the School Committee asking for an immediate decision.

Mayor Curley also conferred with Louis K. Rourke, superintendent of schoolhouse construction, and stated that Pasteur av, one of the sites under discussion, is not a desirable location. Other sites being considered are adjacent to the present Girls' High School, West Newton st, and at Grove Hall. Mayor Curley favors the Dorchester site.

Mayor Curley fears that unless immediate action is taken, it will be too late to present the entire 1931 building program to the Legislature.

He also addressed letters to the members of the Board of Apportionment, the members of the Department of School Buildings, the superintendent of construction for the Department of School Buildings and Frank A. Goodwin, chairman of the Boston Finance Commission.

COUNCIL INTERCEDES WITH UTILITIES HERE

Asks Companies Not to
Shut Off Services

Letters to the Edison Electric Illuminating Company and the Boston Consolidated Gas Company, asking the companies not to shut off their services this Winter to families who are destitute and unable to pay, were sent yesterday by John F. Dowd of Roxbury, chairman of the committee on unemployment of the Boston City Council.

"The committee on unemployment of the Boston City Council take the liberty of asking your company to refrain from shutting off gas and electric current during the Winter season on families who are destitute and unable to pay," Councilor Dowd wrote.

"The shutting off of gas and current certainly will work a severe hardship and entail considerable suffering on families at this time.

"We realize, of course, that every individual or company should receive payment for goods and services rendered, so we have hesitated to request your company to act in this matter, but feel that the present circumstances of our people are such that every possible means to alleviate suffering during the Winter months should be taken.

"May we point out to you that a precedent along this line has been established by the New York Gas and Electric Company, whose president and board of directors recently issued orders that no families in dire circumstances be denied the use of gas or electricity during the present situation?"

"Our committee indeed would like to see a similar action taken by your company."

GOLF COURSE LAND COSTS CITY \$125,000

Payment of \$125,000 for 6,024,888 square feet of land which will be converted into a municipal golf course in Hyde Park and West Roxbury was ordered by Mayor Curley yesterday.

Aaron Smith received \$112,400 for 5,417,717 feet and the Boston District Development Corporation was awarded \$12,600 for 60,771 square feet.

Mayor Curley is hopeful that the park commission will start work immediately and believes that when work is under way employment will be furnished to 300 men for the winter months.

He made it possible yesterday for 26 teamster-laborers to work for 30 days in the sewer and water divisions of the public works department and for 33 others to work for 90 days in other branches of that department.

PARK IMPROVEMENTS PLANNED BY CURLEY

A new locker building and a laundry at North end park, which will cost \$125,000, and a \$25,000 locker building at Billings field, West Roxbury, are park improvements which are planned by Mayor Curley.

He will send the necessary orders to the city council, Dec. 15, and he is hopeful that immediate approval will be given in order that bids for the erection of the buildings can be asked not later than Jan. 1.

The North end park building will replace a structure which the mayor believes to be unsafe, and the modern quarters which will be provided will be for the exclusive use of women.

CURLEY TO START BUILDING

Mayor Curley tomorrow will start the building of the Physicians and Surgeons building which will be erected at the rear of the Copley-Plaza on Stuart street by William J. McDonald and associates. The mayor will operate a mechanical shovel and after he ceases to be an engineer, he will be the guest of the promoters at a breakfast at the Copley-Plaza.

MAYOR ASKS LIQUOR BE SENT HOSPITALS

Appeals to Hultman as Dry Law Is Abolished

Mayor Curley today recognized the vanishment of the Baby Volstead act from the Massachusetts statutes by appealing to Commissioner Hultman, in behalf of numerous hospitals, for any good liquor which the police may be holding.

In thanking the commissioner for providing two years' supply of liquor to the city and Long Island hospitals, the mayor asked for the donation of narcotics to the two hospitals and added that it would be an act of generosity if available good liquors should be donated to the Beth Israel, Paulkner, Massachusetts General, New England Baptist, Roxbury, St. Margaret's, Carney, Free Hospital for Women, Massachusetts Homeopathic, Deaconess, St. Elizabeth's and the Salvation Army Maternity hospitals.

Boston Puts 24-Hour Limit on Food And Shelter for Non-Resident Poor

Boston will hereafter provide food and shelter to non-residents for not more than 24 hours.

This policy was adopted yesterday after overseers of the public welfare had reported to Mayor Curley that 90 per cent. of the applicants for food and lodging Monday night admitted that they were residents of communities within a radius of 15 miles of Boston.

The sudden drop in temperature Monday forced such a large number of men to apply for lodging and food that a check was made which disclosed that only a very few of the nearly 200 claimed residence in the city.

In discussing the unemployment situation the mayor made this com-

ment: "The unemployment situation in Boston proper is being taken care of in a perfectly satisfactory manner insofar as citizens of Boston are concerned, due to the insistence of the civil service commission that on all public work conducted by municipal departments, the persons hired shall be drawn from the civil service lists.

"Only citizens enjoy a preference and regardless of the amount of work that may be done by the municipality direct, there is no opportunity for employment of a non-resident on other than contract work. As a consequence there is small inducement for residents of cities and towns outside of Boston to come to Boston seeking an opportunity for employment on municipal projects."

MAYOR OPPOSES BACK BAY SITE

Curley Wants an Early Decision on New Girls High School

Mayor Curley today asked the school committee to reach an immediate agreement upon the site of the proposed \$1,000,000 high school for girls.

The inclination of the committee to ignore an agreement made at a recent conference to erect the new school in the vicinity of Grove Hall led the mayor today to emphasize to Louis K. Rourke, superintendent of schoolhouse construction, that Pasteur avenue is not a desirable location for the proposed school.

THREE FACTIONS

The school committee is split into three factions. One wants to pick site adjacent to the present girls' high school on West Newton street, another favors the Pasteur avenue location and the third leans toward Grove Hall.

The mayor today expressed surprise that the Grove Hall agreement has been ignored. He is unalterably opposed to the erection of any more school houses in the vicinity of Pasteur avenue and he feels that the demand for accommodations for girls in the Dorchester district should be met by the erection of a school in that section.

After conferring with Supt. Rourke the mayor wrote the following letter to the school committee:

MAYOR'S LETTER

"At a meeting held at the office of the mayor at which were present representatives of the school committee, the board of apportionment and the department of school buildings, the question of completion of construction program was considered and agreed upon.

"This program has been prosecuted with dispatch and in conformity with agreements made at the conference which was held, with one exception.

"The exception, I am informed, is in the case of the high school for girls which represents an expenditure in excess of \$1,000,000.

"It is essential, if the building program for 1931 is to be presented to the Legislature, that this matter be agreed upon at once.

"In view of the importance that attaches to the disposition of this particular item, both from the legislative and unemployment standpoints, I sincerely trust that immediate action will be taken."

CURLEY ASKS SPEED ON COURT BUILDING

May Be Erected on Site Near State House

Shortly after the special commission established by the Legislature to study accommodations and facilities for housing the supreme judicial court, the land court and the reporter of decisions had filed a preliminary report of progress yesterday, Mayor Curley obtained an audience with Gov. Allen to urge that no time be lost in beginning construction of a new building.

The Governor informed the mayor that sufficient funds to start preliminary work on the proposed building have been made available for Governor Ely to prosecute the work as soon as preparations have been sufficiently advanced.

The commission's report will be ready for the incoming Legislature and it is expected to contain a recommendation that the building be erected on a site adjacent to the State House at Bowdoin and Dene streets.

Mayor Curley said that speedy prosecution of the plans will place the preliminary work in the hands of architects before spring and that construction work amounting to \$5,000,000 can be begun early in the year. He said that conditions at the court house have become so acute as to demand immediate action to relieve the congestion.

Associated Industries Refuse To Back Boston in Rate Battle

Won't Support Port Interests Until More Evidence Is Heard—Stand Draws Attack From Silverman—Shippers Testify

The united front which has been presented by the Boston interests in the rate fight hearing before the interstate commerce commission was threatened with disruption yesterday when the associated industries of Massachusetts refused to subscribe fully to support of the Boston case until all evidence had been heard.

This action brought a fiery late afternoon statement from Samuel Silverman, Boston corporation counsel, in which he upbraided not only the associated industries but also other Boston and Massachusetts commercial interests that have failed to give unqualified backing to the city and port of Boston in its attack against privileges given shippers in New York and denied them in Boston.

"The position taken by the associated industries in this case is typical of the attitude of some of the industrial and commercial interests in Boston and Massachusetts," Mr. Silverman declared. "It is this timidity and failure to fight and take a decisive stand in favor of the port of Boston that has kept this port in its present declining commercial status."

"We need new fighting blood. We probably will have it on completion of this case," He declined to add to his remarks, intimating that "fighting blood" will be injected to further the development of port interests. "That is all I want to say at present," he declared.

ASKS "SHOWDOWN"

The outburst against the failure to get whole-hearted support from Boston and Massachusetts interests was entirely outside the records of the hearing itself. Mr. Silverman earlier in the day had asked in a press interview for a "showdown" on the associated industries' position, which was not stated when that group asked for the privilege of intervening as "an interested party" to review the testimony.

Edgar J. Rich, general counsel for the industries, replied with a statement in which he said the application of the principle of charging for lighterage, which Boston seeks, might result in the building up of the New Jersey ports and Baltimore and Philadelphia at the expense not only of New York but of Boston as well.

"Furthermore, the acceptance of this principle we fear would greatly increase our transportation costs to our principal market, New York," he continued. He said if testimony revealed these fears are groundless the associated industries

would support the Boston argument advanced by the city and port, but concluded: "We intended to take no position until we have the full facts before us."

The actual results of the free lighterage, far lower warehouse storage rates and other concessions granted to shipments sent through New York was clearly illustrated by the late afternoon testimony of two leading Boston shipping brokers, David J. Kelleher, vice-president of the H. P. Lambert Company, and Elmer E. Elwell, vice-president of Stone & Downer.

Both are firms which do by far the greater bulk of their business with New England concerns, yet Elwell said 75 per cent. of his firm's exports are shipped from New York, and Kelleher declared from 60 to 80 per cent. of the H. P. Lambert export business went through New York. Both agreed that import trade through Boston to the middle West is practically nil.

N. Y. HAS ADVANTAGES

Disadvantages to Boston arising from the switching charge assessed shippers here as against free lighterage service performed for the same purposes in New York, and the lower storage in-transit rates granted in New York, were given by Elwell as the determining factors in sending the bulk of New England shipments through New York.

Kelleher said the low in-transit storage rates granted imports in New York are "far out of line with the competitive rates among Boston warehouse men. Cargo landed from incoming ships is trucked to such warehouses and for a ridiculously low monthly assessment is held for subsequent delivery by rail to interior destinations."

As an example, he cited that the New York storage rate for wood pulp is 7 cents a ton, as against 22.4 cents assessed in the port of Boston. "Two of our principal clients have asked us to develop such storage here, and have actually assured us of at least 100 per cent. increase of their imports by way of Boston when such rates are made available," he said.

Permission to discuss this all-important matter of storage rates was won as a signal victory for the Boston cause when the hearing opened yesterday morning in the Chamber of Commerce building. Over the strenuous objections of opposing attorneys, led by Wilbur LaRoe, New York port authority counsel, and Parker McColester, special counsel for the Chamber of Commerce of New York state, permission was granted by the I. C. C. representatives for Attys. Johnston B. Campbell and Silverman to amend the Boston complaint to include an attack on these rates.

EXPERT TESTIFIES

Hugo Oberg, Washington rate expert, was the first to testify yesterday morning. He cited rates which revealed that freight may be shipped from Gardner, Mass., to New York 100 miles more cheaply than from Boston.

65 miles. Freight rates from Wincendon, Mass., are also cheaper than to Boston, he said.

The same factors are evident in shipments from Maine to New York, he said. The rate from Auburn, Me., to New York is the same as that to Boston, a distance some 350 miles shorter, he declared.

Gerrit Fort, head of the Raymond Whitcomb Company and former Boston & Maine railroad vice-president, who is chairman of the chamber of commerce maritime bureau, traced the decline of the port of Boston and expressed the view that Boston cannot expect to increase import or export traffic unless more favorable rates are received.

His remarks in regard to the 1922 differential case differed sharply from those made Monday by Mayor Curley. Whereas the mayor charged Atty. LaRoe, who then represented Boston, with poorly presenting the city's case, Fort said yesterday, "We had a sound case which was intelligently placed by our counsel, Mr. LaRoe."

Mayor Edward H. Larkin of Medford, who testified that his city is vitally interested in the rates established for the port of Boston, provided a touch of humor to the heavy presentation of technical data and statistics when he branched off into a discussion of Medford rum. Asked by Atty. LaRoe if Medford now has any piers, he replied, "Medford has no piers now, but once was the biggest producer and exporter of the best old thing known all over the world."

Walter W. McCoubrey, representing the Boston port authority, said that most steamers call at Boston to leave freight, but pick up their freight at other ports.

TO FIGHT SHIP PLAN

N. E. Groups to Oppose I. C. C. Control of Coastwise Steamships

Boston and New England shippers and shipping interests, as well as industries of this section generally, are expected to oppose any move to place coastal or intercoastal steamship lines under control of the interstate commerce commission, as is proposed by the leading railroads of the country.

Disclosure of the plan of the Association of Railway Executives, comprising every class 1 railroad in the country, to seek legislation which would bring regulation of steamship freight rates, and which would also permit railroads to operate steamship lines, has aroused keen interest and some apprehension among shippers and commercial organizations of this section, who in the past have steadfastly opposed any move in this direction.

Frank S. Davis, manager of the Maritime Association of the Boston Chamber of Commerce, said that organization, like numerous business and shippers' associations, are opposed to the proposal to place steamship lines under interstate commerce commission regulation as regards their port-to-port rates.

According to dispatches from New York, the plan of the Association of Railway Executives, which also involves several sweeping inaugurations which would affect bus transportation and pipe line movement of oil, has not progressed beyond the point of announcement of an intention to seek legislation in Congress. Until some definite action is taken, it is unlikely that local shipping and business organizations will take steps to combat the contemplated move.

Shipping companies, including the Eastern Steamship Company, coastal operators, are expected to

NO THEFT OF ALCOHOL AT HOSPITAL

Leakage Is Cause of Shortage of 2700 Gallons

Leakage, and not theft, was given last night by prohibition officials, hospital authorities and police for the shortage of 2700 gallons of alcohol out of the 8500 gallons delivered to

the City Hospital Nov. 25 by police at the request of Mayor Curley.

DENIES ANY THEFTS

Although admitting that there are now only 5800 gallons of alcohol and liquor at the hospital all officials concerned claimed that they believed the shortage to be perfectly reasonable under the conditions.

No investigation into the shortage has been conducted as had been reported according to Agent J. E. W. Doane, who was assigned with Federal Agent A. H. Crabtree to the hospital to be present while the liquor was medicated at the request of hospital officials.

Dr. Charles A. Galligan, executive assistant at the hospital, last night denied any theft stating that when an examination was made of the alcohol it was found that many cans were leaking while others were so rusted that the alcohol was found unfit for use and dumped down a sewer. The dumping was done in the presence of the federal agents.

Several Reasons for Shortage

Federal Agent Doane, who filed his report on the case with his superiors last night, stated that he hadn't the slightest reason to believe that any of the alcohol was stolen.

"In the first place," said Doane "many of the cans were leaked. When we examined them we found that many of

the cans were empty or nearly empty and it was plainly evident where the cans had rusted through on the bottom. In other cases it was found that one of the two cans was empty, while the other was filled.

"I do not believe in the first place that police made an accurate survey of just how much alcohol they turned over. The alcohol was in cans of all sizes and shapes and it would be a very difficult matter to state offhand just how much alcohol they contained.

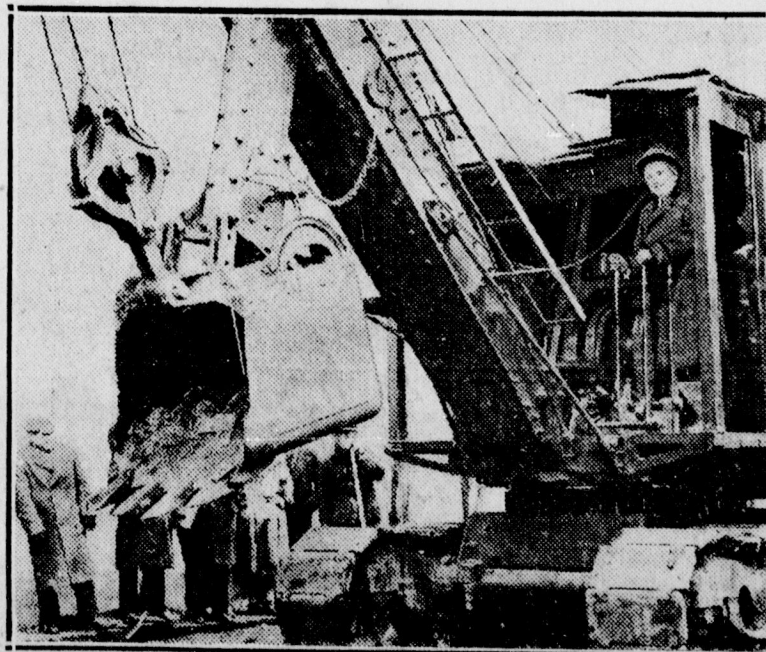
"Another cause for a great loss was in the medicating. Dr. James Manary, acting superintendent at the hospital, due to the large amount of alcohol he had stored there, wished to have it properly medicated so that it could not be used for beverage purposes. Agent Crabtree and I were assigned to be present when this was done.

"We saw a great many cans that were so rusted that it was impossible to open them by removing the caps. These cans were opened by smashing a hole in them with an axe which meant the loss of a great deal of alcohol. Pouring the contents of the cans into the medicating barrels caused another loss of a large amount.

"I haven't the slightest reason to think that any of the alcohol was stolen or to doubt the word of hospital officials that the loss came through dumping bad alcohol into the sewer. I personally saw many cans of alcohol which A. T. Kirk, chief apothecary at the hospital, ruled unfit for use, dumped into the sewer. When the alcohol was all medicated we found we had 5800 gallons."

Police Commissioner Hultman last night when informed of the shortage, said he wasn't in the least concerned over the alleged shortage as he had a receipt signed by Dr. Manary for the 8500 gallons. The commissioner with Assistant Corporation counsel Leo Schwartz, personally supervised the delivery of the alcohol and liquor to the hospital, riding behind the load while it was on the way from the Back Bay station to the hospital and checking it up when it arrived there.

Mayor Starts Work on New 20-Story Building



MAYOR OPERATES STEAM SHOVEL

Photo shows Mayor Curley in the cab of a big steam shovel yesterday, beginning the excavation for the new 20-story professional building behind the Copley-Plaza Hotel.

As a paid-up honorary member of the International Union of Operating Engineers, and with a union button on the lapel of his morning coat to prove it, Mayor Curley yesterday operated a giant steam shovel, starting construction work on the \$2,000,000 20-story professional office building which will be erected behind the Copley-Plaza Hotel.

employment for hundreds of Boston's jobless will be provided in the construction of the lofty building from now until October, when it will be completed, according to the expectations of William J. McDonald, prominent real estate man.

CURLEY NAMES DORCHESTER MAN DEPUTY ASSESSOR

Mayor Curley today sent to the Civil Service Commission for approval, the name of Edward E. McGrath, 559 Ashmont st, Dorchester, as deputy assessor, to take the place of Christopher Fitzgerald, retired last week.

Mr McGrath is a former member of the Legislature and entered the Assessing Department April 1, 1914. In 1922, he was named first assistant assessor. He was the leader among the eligibles to succeed Mr Fitzgerald.

ARCHITECT FOR ROSLINDALE SCHOOL APPROVED

Walter W. Drummey, Inc, was today approved as architect for a 10-room elementary school in the Charles Sumner District, Roslindale.

To the vision and optimism of the sponsors of the structure, Mayor Curley paid the highest praise at a celebration breakfast which was held at the Copley-Plaza immediately after the ceremony.

Post 12/5/30

\$21,400,000 Program to Aid Boston Jobless



UNEMPLOYMENT COMMITTEE MEETS

The heads of the Boston emergency unemployment committee at organization meeting at City Hall. Left to right: Simon Hecht chairman; Mayor Curley, Mrs. Eva Whiting White, vice-chairman.

Organizing Boston's emergency unemployment committee to co-operate with the State group at the request of Governor Allen, Mayor Curley late yesterday at City Hall revealed some of the public improvements which he will advance in 1931 to provide work for the jobless.

To the 50 prominent men and women appointed to the city committee, he outlined a programme costing \$21,400,000, not including the \$36,000,000 programme already started. He expressed the hope that the Legislature will give the city the necessary authority in January to carry out these public works, so that it will not be forced to wait until June as has been the custom in the past.

Of the 60 bills which the Mayor's cabinet has prepared for the Legislature, the costliest will be one of \$14,000,000 to extend the Boylston street subway from Copley square to Brookline Village.

He will also ask for authority to spend \$5,000,000 to start the proposed \$25,000,000 double-decked Central artery planned to provide a local and express elevated traffic highway from Haymarket square to Kneeland street to connect the north and south shore and relieve congestion in the downtown business district.

Two new police stations downtown will cost \$700,000, two new central fire stations will require a similar sum, and two new branch libraries will mean an expenditure of \$200,000. Then there will be a \$200,000 addition to the Public Welfare building at Hawkins street, a \$300,000 golf course at West Roxbury, and a \$300,000 city printing plant.

That the entire appropriation for the printing plant may go towards labor and materials, the Mayor stated.

Curley said he is considering the possibility by placing the structure on the roof of the \$16,000,000 East Boston traffic tunnel, so that the city will not be obliged to buy a site.

Men for the traffic tunnel will start digging Feb. 1, the Mayor promised, explaining that by that time the East Boston buildings now in the way of the development will be completely demolished.

Hope that the Legislature will give the city speedy authority to carry out its programme was expressed by the Mayor, who recalled that the 1930 Legislature gave Boston approval for the expenditure of \$36,000,000, "a generosity which was considered embarrassing in the last campaign," smiled the Mayor.

As a result of the fairness of the Legislature, he said, Boston was able during the depression of the past year to protect its people from conditions for which they were not responsible by providing them with work and with poor relief.

At the organization meeting, the Mayor appointed Chairman Simon E. Hecht of the Board of Overseers of Public Welfare to serve as chairman of the emergency committee and Mrs. Eva Whiting White as vice-chairman.

On motion of Councillor Clement A. Norton of Hyde Park, a member of the committee, it was voted to request Police Commissioner Eugene C. Hultman to have his force make a second census of the unemployed. The police census of April 1 showed 41,000 without work in Boston, while the federal census revealed but 22,000 on the same date, Councillor Norton stated, appealing for an accurate count.

Executive Secretary Ralph W. Bowdoin of the State emergency unemployment committee declared that unemployment was less a problem in Boston than in other cities.

the need of finding work for the so-called "white collar" group.

As chairman of the women's group of the Governor's emergency committee, Mrs. Nathaniel Thayer outlined a plan which she will launch next week through which the wealthy residents of the city will give their clothes to the needy and buy new clothes for themselves to stimulate trade. This Commonwealth Christmas chest, she said, would be opened Monday at the John Hancock Building.

RECORD 12/5/30

SUBSCRIPTIONS NO WAY TO AID UNEMPLOYED

Mayor Curley yesterday declared that the practice of soliciting public subscriptions for the relief of the unemployed and the poor had proven unsuccessful and said that the city of Boston had adopted a more practical method.

"If we had depended on public subscription in the present emergency we would be buying boxes in which to bury these unfortunates instead of feeding them," he said.

He was speaking at the luncheon conference of college educators of Massachusetts, members of his committee for the relief of unemployment, at the Parker House. He read encouraging reports from Greater Boston manufacturing and business concerns that no further layoffs of workers were contemplated.

Simon Hecht, chairman of the public welfare department of the city, said that the expenditures of his department this year would amount to more than \$3,600,000, an increase of \$850,000 over last year. He added that the department was at present caring for about 7000 cases.

TRANSCRIPT 12/5/30

McGrath Is Named as Deputy Assessor

Edward E. McGrath, for the last sixteen years a member of the assessing department and serving eight years as first assistant assessor, has been named by Mayor Curley as deputy assessor to fill the vacancy caused by the retirement on pension of Christopher I. Fitzgerald. McGrath's salary has been \$1700 a year and if he qualifies through Civil Service for the promotion his salary will be \$4500. He lives at 559 Ashmont street, Dorchester. He has served two terms in the Legislature.

5 AMERICAN 12/5/30

BIG BUSINESS ERA PREDICTED BY CURLEY

Unemployment Crisis Passed
in Boston, Mayor Tells
Economists

Unemployment in Boston is fading and prospects for great prosperity in 1931 were never brighter, according to Mayor Curley's message to his round table of college professors, expert economists and civic and labor leaders at the Parker House.

The Mayor said that though the city will have spent over \$4,000,000 for poor relief by Dec. 31, the largest total in any year of the city's history, he promised that there would be a cash surplus in the municipal treasury Jan. 1.

This will be an accomplishment, he said, in spite of the fact that Boston in 1930 witnessed the launching of a program of public improvements on a scale never before attempted here.

BUSINESS GAINS REPORTED

From confidential reports received from leading industrial firms of Greater Boston and from the bulging deposits in the savings banks of the city, the mayor declared that it was quite evident that the crisis had passed, so far as this city was concerned.

Reading reports from a number of leading industrial firms, the mayor declared that the Bethlehem Shipbuilding Co. at Fore River shows a business increase of 200 per cent this year over 1929, and indicates that it will have steady work for its entire personnel for from two and one-half to three years more on contracts.

Other firms which reported bright prospects for the winter were the Walter Baker Chocolate Co., Mead Morrison Co., Boston Woven Hose, New England Confectionery, B. F. Sturtevant, Lever Brothers, now working on a 24-hour basis; Salada Tea Co., Fanny Farmer's Candy Co., Schrafft's, Lewandoes, Walker Pratt, Simplex Wire and the Ford Motor Co.

FORD PLANT BUSY

The Ford plant in Somerville, the mayor said, expects to reach the employment peak the first of January, starting its best record year.

Other speakers at the conference were Chairman Simon E. Hecht, of the Overseers of Public Welfare; Dr. Benjamin Seligman, director of the Jewish charities and philanthropies; Prof. Harvey A. Wooster of Tufts, Prof. Joseph H. Beale of Harvard, Prof. Frank P. Spears of Northeastern and William H. Taylor of the public welfare overacorn.

CURLEY POLICY TO GIVE NEEDY \$26,112,000

Mayor Suggests Ten Others
Also Create Fund Providing
Millions in Annual Income

Mayor Curley revealed today that the life insurance policy he recently contracted for will eventually make available for the needy of Boston the sum of \$1,250,000 a year.

He pointed out that if 10 other citizens would follow his course there would be no need of the city appropriating any more money for the relief of the poor.

The fact that Mayor Curley had taken out such a policy was exclusively printed in the Boston Evening American a few weeks ago.

TRUSTEES TO CONTROL

Today the Mayor confirms the story and revealed the details of the policy, which was issued by the Metropolitan Life Insurance Co.

On his death an estate of \$102,000 will be created, the income from which will be paid to his children through life. On the decease of the last of the Curley children the money will be allowed to accumulate for 125 years, at the end of which time it will amount to approximately \$26,112,000, the income being \$1,250,000 a year.

The fund is to be placed in the hands of trustees to be designated by Mayor Curley, who will turn over the income annually to the overseers of public welfare for the needy of Boston.

SUGGESTS HUGE SUM

Under the terms of the trust the city must continue to pay whatever sums it is accustomed to disburse for the relief of the poor, the Curley fund to be used for additional relief.

If similar provisions could be made by 10 other citizens the mayor said the money would amount to nearly twice as much as Boston is now appropriating for poor relief.

"My children have had a pretty good break," said the mayor, "and I can't worry about my grandchildren. They will get a pretty good break and they should be able to get along."

Post 12/5/30

SUBWAY TO SIDEWALKS AT CHARLES

Project to Insure
Safety at New
Station

Subways from the proposed Charles street station of the Cambridge subway to the sidewalks in that vicinity and the construction of a traffic circle 240 feet in diameter, the largest of its kind in the world, according to Mayor Curley, were advocated before the State Department of Public Utilities yesterday at a hearing on the proposed new station.

FOR GREATER SAFETY

Mayor Curley and representatives of the Massachusetts General Hospital and the Eye and Ear Infirmary were among the stoutest advocates of the subway exits to the sidewalks.

The Mayor explained that it is proposed to widen Charles street and to make provision for the large traffic circle. He said he had at first considered stairs from the subway to the traffic island, but had come to recognize that subways running to the sidewalks would furnish greater protection and safety for those visiting the hospitals in that vicinity.

Dr. Frederick A. Washburn, director of the Massachusetts General Hospital and the Eye and Ear Infirmary, urgently asked for the installation of subways as a greater measure of protection for patients at the two institutions. He said that it has been suggested that the subways would be harbors for tough characters, but said that they could be closed at night.

Bernard J. Rothwell of the Elevated directors, Joseph H. O'Neill of the hospital trustees, Chairman Thomas J. Sullivan of the Boston Transit Commission, W. T. Austin of the Society of Architects and J. F. Downey of the Cambridge Industrial Association also spoke in favor of the project.

Post 12/5/30

REDUCING PAY LIKE ACT OF RED

Mayor Curley Scores Timid Employers in D. A. R. Speech

A terrific condemnation of employers who discharge employees or reduce wages in times of stress was delivered by Mayor Curley before the evening session of the northern division of the Daughters of the Revolution in the Hotel Statler last night. After declaring that Reds should be deported, Mayor Curley asserted that "the employer who reduces wages and drops men during a depression is almost as bad as a red."

The Mayor attended an exhibit of Communist propaganda and activities, and was invited into the main meeting to address the 600 women representing the 454 chapters of the D. A. R., in the New England States and New York. He urged the members of the society to interest themselves in the unemployment situation, averring that the American people are "no longer justified in throwing the supremely important task of developing a programme of continued unemployment to able and willing workers to the American Federation of Labor."

"The time is here," he continued, "when every individual interested in the continued existence of the country and the government to give some thought to the economic progress of the country, making it possible so that employment will be furnished to those who want to work."

May Arouse Patriotism

Mayor Curley praised the exhibit of Red material as a valuable method of calling attention to the need for patriotism to repel Communistic doctrine. He said that he would invite every school head and every head of a city department to view it today, and expressed the belief that they will obtain more from it in a half-hour than they would ordinarily in years.

Other speakers at the evening session of the two-day meeting were Gaspar G. Bacon, president of the Massachusetts Senate, who outlined some of the qualifications for a proper patriotism; the Rev. Francis J. Cotter of Providence, and Mrs. Lowell Fletcher Hobart, president general of the society.

Resist Soviet Propaganda

A call to the women of the country to resist the propaganda of Soviet Russia and to refuse to support recognition by the United States government was sounded by Mrs. Hobart at the

opening session.

The president-general cited many of the features of the Soviet system as repulsive to the institutions and spirit of the American government. She also made a strong plea against disarmament, pointing out that the nation that is ready to defend itself will not be readily attacked, and praised the work of the army and navy as peacetime agencies.

12,000,000 Trained in Army

Among the Soviet systems that earned her special condemnation were the state ownership of children as practised in Russia at the expense of home and parental authority, and the marriage and divorce laws which she said permitted a man to "have 30 wives in 10 years." The address was broadcast from station WBZ.

Soviet Russia has 12,000,000 men and women who have had military training and is preparing to train 17,000,000 more, Mrs. Hobart stated. In view of those figures, she found it strange that many Americans who favor recognition are opposed to military training in this country and the building of a sizeable army and navy.

Abolishes Religion

"We are at close grips," she said, "with those who are bent on destroying our system of government and of putting in its place the system which wipes out individual initiative, disintegrates American institutions, wrecks all the plans the founders had in mind for the normal development and future growth of our nation, substitutes the mass man for the individual liberty and security and abolishes belief in God."

Mrs. Hobart deplored the movement against military training in this country. She referred to "the campaigns, typical crusades, which have been launched against military training in schools and colleges. Literally millions of pieces of literature enter American homes calling upon the American people in effect to oppose the carrying out of the National Defence Act of 1920 and to delay or transpose the navy building program."

FITZGERALD AT PRESENTATION

Lipton to Get Loving Cup in New York Today

Former Mayor John F. Fitzgerald was appointed last night by Mayor Curley to represent the city of Boston today at noon, when a gold loving cup will be presented to Sir Thomas Lipton at New York City Hall as a tribute from the American admirers of the gallant Irish yachtsman.

In his address of tribute on behalf of Boston, former Mayor Fitzgerald will be heard on an international radio hook-up, which has been arranged to carry the festivities all over America as well as England.

Mayor Walker invited Boston's Mayor to attend the celebration because of the record number of contributions made here to the Lipton good will cup fund. But Mayor Curley had already accepted the invitation to manipulate the steam shovel starting the construction of the mammoth professional arts building behind the Copley-Plaza at 8:30 o'clock this morning.

HERALD 12/5/30

CURLEY ASKS 1931 SCHOOL PROGRAM

Requests Board to Submit Building Plans at Once

Mayor Curley called on the school committee yesterday to formulate at once the 1931 building program, which was tentatively agreed on several weeks ago.

Divergence of opinion about the site of the proposed Girls' high school, for which more than \$1,000,000 will be necessary, has prevented the formal adoption of a program. As legislative authorization for expenditures is necessary, Mayor Curley pointed out in a letter to the committee yesterday, it is essential that the site dispute be ended quickly.

The school committee is disinclined to adhere to the agreement in which the mayor, representatives of the committee, the board of apportionment, the department of school buildings and Chairman Frank A. Goodwin of the finance commission concurred weeks ago.

It was the consensus of opinion at that conference that a new girls' high school should be erected in the vicinity of Grove Hall to provide accommodations for several thousand Dorchester pupils now compelled to attend classes outside of the district.

Post 12/5/30

HEARING ON RATES NOW BROKEN UP

Boston Says New York Influenced Hub's Witnesses

The city of Boston and the Boston Port Authority brought their presentation of witnesses and evidence to an abrupt suspension yesterday at the Interstate Commerce Commission hearing on their petition for abatement of free lighterage and other special services and concessions in New York, which are alleged to work to Boston's trade disadvantage.

TAMPERING WITH WITNESSES

This action came unexpectedly, following the "running out" of three witnesses to be called by the city, allegedly hampered with by New York interests, and a generally hectic day of the hearing, during which New York threatened to ask for subpoenas for chiefs of the Associated Industries of Massachusetts and the Boston Chamber of Commerce, declaring those organizations were in fact opposed to the city in its present action.

When Boston suddenly asked for and got adjournment for several weeks, New York counsel freely expressed the opinion that Boston's case had "blown up," saying it was bound to do so, because the movement lacked the backing of Boston's and Massachusetts' industrial and business interests, and amounted to no more than a "political gesture."

In reply to this charge, Boston counsel declared that a further "show-down" is in order to find out just who is with the city in this fight to bring more business here, through efforts to abolish discrimination at Boston's expense, in favor of New York.

Scoff at Boston's Case

Johnston B. Campbell, chief counsel for Boston's interests in the case, told the Interstate Commerce Commission examiners that he had reached a point where he could not produce more testimony at the hearing for the day, and that more time was needed to prepare further evidence and witnesses. He asked adjournment for five or six weeks.

Opposing counsel expressed surprise at the sudden move of Boston to suspend at this time, and a general argument ensued as to the proper period of the adjournment. Finally, the hearing was adjourned to a future date to be set by the Interstate Commerce Commission.

After the adjournment, J. Parker

McCollister, counsel for the Chamber of Commerce of the State of New York, said:

"Boston's case has blown up. They have no more ammunition."

Wilbur LaRoe, counsel for the New York port authority, said:

"This whole petition is a Curley political gesture. The industrial and business interests are not solidly behind it. The Associated Industries of Massachusetts are now known to be opposed to it and I believe the Boston Chamber of Commerce is not with it; in fact the chamber, I think, is against it, on the basis that the proceeding is not sound in principle, and if successful would work to Boston's detriment as well as New York's."

Threatens to Call Officials

At the forenoon session, LaRoe declared that he wanted to subpoena Francis J. Dowd, transportation manager of the Associated Industries, to put that body on record against Boston's petition. He added afterwards that he was considering seeking a subpoena for the president of the Boston Chamber of Commerce, for the same purpose. He said both organizations were not with the city and the port of Boston on this petition.

Campbell, Boston's chief counsel, startled the hearing when he charged that Boston witnesses had been tampered with. He said that New York interests have "ordered" various prospective witnesses to "lay off," and when this was challenged by Counsel LaRoe for New York, he said:

"I intend to make this statement formally a little later in the case and I have witnesses who can prove what I say. But I am not ready at this time to have them brought to the stand."

Much hotter was a statement by Samuel Silverman, corporation counsel for the city of Boston, issued at the noon recess.

"Before this fight is over," Silverman said, "we will find out which of the so-called Boston boosters are with one pole of Boston's fight and which ones are content to pay tribute to New York and let their own city continue to decline."

"This is a fight to the finish. We know that three witnesses who were scheduled to testify, today receive orders from their New York connections to keep off the witness stand. I do not care to divulge their names."

"The Associated Industries of Massachusetts promised to remain neutral in this fight, but have failed to do so. From some source, orders have come to important witnesses to keep out of this fight. The question now is whether or not Boston is to degenerate into a mere bed-room annex to New York, or stand on her own feet. That city will take everything from us that it can and give us nothing."

"As for the Associated Industries, that organization is not united on this issue. Some members are not even aware that this great fight involves millions, and that Boston is fighting with her back to the wall."

How Organizations Stand

Clearing up this mixture of questions as to where the Associated Industries, the Chamber of Commerce, and the Maritime Association of the Chamber of Commerce, stand in the present petition of the city of Boston and the Boston Port Authority, the following is known:

Tuesday night the Associated Indus-

tries, through its general counsel, Edgar J. Rich, issued a statement, asserting that it feared the principle of charging for lighterage, and "we intend to take no position until we have the full facts before us."

Last night, Melville D. Lining, secretary of the Boston Chamber of Commerce, said that that organization had taken no attitude on the case, not even discussing it, although it was interested in anything which meant more and better business for Boston.

Gerrit Fort, chairman of the Maritime Association of the Chamber of Commerce, said that he had testified at the present hearing as a citizen, and that Frank S. Davis, manager of the Maritime Association, was ready to testify as a citizen and as a member of the Boston Port Authority; but that the Maritime Association had taken no position for or against the present petition before the Interstate Commerce Commission, as it had not been asked to do so by either the city or the port authority.

Davis said the Maritime Association would take its stand before the hearing of Boston's case was completed.

William H. Day, manager of the transportation bureau of the Chamber of Commerce, said his unit did not interest itself in import and export business, and that such matters were looked after by the Maritime Association.

More Support for Boston

One ray of light for Boston came yesterday, however, when Richard K. Hale, associated commissioner of the Massachusetts Department of Public Works, testified that the department was intervening in the case on the side of Boston.

Boston has more witnesses to go on, however, despite the "running out" of the three mentioned yesterday. There are more witnesses to be rounded up, and there is more documentary evidence to be compiled and submitted, and in the weeks of adjournment an effort will be made to clarify the atmosphere, and in the words of Silverman, the city's corporation counsel, to find out "who is with us, and who is against us."

The general sentiment yesterday seemed to be in favor of adjournment until Feb. 2, with copies of any new exhibits to be submitted by Boston to be supplied to opposing counsel within two weeks previous to that date. Objection from New Jersey, an intervening party, was the only vigorous opposition to this date.

Today the examiners and counsel for both sides will be taken on a tour of inspection of the harbor, water front and rail terminals of the port, an all-day event. They start from Northern avenue bridge at 10 o'clock this morning. More Mayors occupied the witness stand yesterday. They were Mayors Albert H. Stone of Gardner, Joseph N. Carriere of Fitchburg and John J. Whalen of Chelsea. City Solicitor Henry V. Charbonneau of Lowell also testified. They all were in favor of Boston's petition.

Technical details of handling freight in Boston were given by Walter E. Barrett, superintendent of the terminal division of the Boston & Maine railroad, and A. H. Fairfield, operating assistant of the New York, New Haven & Hartford railroad.

On cross-examination, New York counsel stressed the congestion of the railroad switching and classification yards, and the congested, built-up nature of the territory in which the yards are located.

END RATE INQUIRY AS SHIPPERS QUIT CAUSE OF BOSTON

COUNSEL DENIES ANY INTENTION TO DROP CASE

N. Y. Port Interests See
Victory, However, as
Hearing Adjourns

COMMERCE CHAMBER REMAINING ALOOF

Silverman Says Witnesses
Got Orders from N. Y.
Connections

Refusal of Massachusetts shippers using the port of New York to support Boston's complaint against free lighterage and other concessions granted at New York brought the interstate commerce commission hearing on the case here to an abrupt end late yesterday.

It was disclosed that the Boston Chamber of Commerce has, like the Associated Industries of Massachusetts, remained aloof from Boston's case.

DENY COLLAPSE OF CASE

Counsel for Boston yielded to the difficulties which were climaxed by refusal of three of their witnesses to testify, and asked for a postponement for six weeks. Representatives of New York jubilantly hailed the move as the collapse of Boston's complaint, but the Boston representatives denied this and said they would use the delay to consolidate and improve their case.

The action of Johnston B. Campbell, special counsel for the city and port of Boston, in moving for postponement, caught completely by surprise the opposing counsel in the case involving millions of dollars at the Boston and New York ports. It had been expected and planned that the Boston testimony, for which the hearing was being given, would require at least the remainder of this week and prob-

one or more days of next week.

Atty. Campbell made it perfectly clear that the Boston complaint was by no means being abandoned. He said the difficulty in preparing complicated exhibits planned to be used has made the move necessary. He believed that the Boston case could not be fully presented at this time, but can be within six weeks. To give Boston a better opportunity to present its complete case, he said the postponement must be granted.

CHAMBER ALOOF

The I. C. C. examiners, Earle M. Steer and Peter C. Paulson, partially granted the Boston request when they closed the hearing to a later date, which will be decided by the entire interstate commerce commission. Jan. 15 and Feb. 2 were most frequently mentioned among the possible dates in the discussion among the 40-odd attorneys present which followed Campbell's startling motion.

The Boston Chamber of Commerce was added last night to the organizations which have not lined up wholeheartedly behind the city and port complaint. A statement by Atty. Wilbur LaRoe, counsel for the port authority of New York, that he planned, when the hearing was resumed, to subpoena an officer of the chamber to determine its stand, brought the following comment from William H. Day, manager of the transportation bureau of the chamber and the man who would most likely be called:

The chamber of commerce has never taken a position nor considered taking a position on this matter of rates. As far as our department is concerned, no position has been recommended. While it may be desirable later to take a position one way or the other, we have not done so as yet beyond making available to the Boston attorneys such data as they desire from us.

Atty. LaRoe, former I. C. C. examiner, who has been the militant leader of the opposition to Boston's claims throughout the fight, saw in the postponement a decided weakening of the Boston case and proof that the complaint is "purely political without the support of the industries of Boston."

Looking at it from the Boston complainants' side, Frank J. Davis, manager of the Maritime Association, insisted Boston's case has not been hurt to the slightest degree. The failure of full-hearted support from all interested parties, especially the Associated Industries, he declared to be "not of too much importance from the purely cold-blooded standpoint on which this case will be decided."

"On the contrary, I think our case has been steadily improving as the hearing has been going on," he said. "We have got over the political discussion and come down to the brass tacks with competent witnesses to present the Boston complaint. The postponement simply was, as explained by Mr. Campbell, because he is not prepared to put in all the very elaborate exhibits which he plans."

NEW JERSEY POSITION

Atty. Campbell's motion for adjournment brought an immediate demand from the state of New Jersey, which is allied with Boston in asking an ending of the free lighterage rates given shippers in New York, for a severance of the New Jersey case from the Boston case.

John J. Hickey, special counsel for New Jersey, later amended this motion to say that New Jersey would not object to the present alliance of the two cases if it can be assured that the defence hearings scheduled for New York, Feb. 2, are not delayed. New Jersey's attempted break was opposed by Atty. Campbell.

This feature will also be considered by the entire commission. G. Coe Farrier, representing the city of Philadelphia, went on record as favoring the New Jersey petition for severance if any delay in the New Jersey case is caused. Defence attorneys representing the 60-odd railroads named as defendants and the port and chamber of commerce of New York joined with Campbell in opposition to a severance.

SAYS WITNESSES BLOCKED

Corporation Counsel Samuel Silverman, who issued a statement in which he said three scheduled witnesses had broken their promises to testify in Boston's behalf after "receiving orders from their New York connections," declined to name the three. In announcing their default, he said that "from some source orders have come to important witnesses to keep out of this fight." He likewise would not divulge the source.

He said that one of the major reasons for the request for postponement had been to replace these witnesses, who were to give highly important testimony.

Yesterday's session started with a rapid exchange of the legal batteries when Atty. LaRoe attempted to have the stand of the Associated Industries, which has been expressed only outside the actual hearing, brought onto the floor of the hearing itself to include in it the testimony which will later be submitted to the interstate commerce commission.

He wished to subpoena Frank J. Dowd, transportation manager of the industries. This was bitterly fought by the Boston attorneys, who were successful in striking all discussion of the Associated Industries from the official records. LaRoe was told by the examiners that he could summon Dowd through the regular process.

Q 6 B 12 12/5/30

FAVOR TWO-LEVEL DOWNTOWN ARTERY

U. I. A. Delegates Approve
Planning Board's Ideas

Greater Boston Thoroughfares to
Take 25 Years in Building

The City Planning Board's proposal for a central two-mile artery, with upper and lower levels to extend from the North Station approximately through Haymarket sq, Cross st, the market district, Fort Hill and Albany st to Dover st, in order to reduce traffic congestion downtown, was indorsed last evening at the meeting of delegates of the United Improvement Association at the City Club. It was voted that Mayor Curley be requested to start the work of construction as soon as possible.

The central artery's upper level would not be as high as the present Elevated structure and far less noisy, and each of the levels would accommodate three lines of vehicles going in each direction.

The upper level would be expected to relieve the street level of 40 percent of present vehicular traffic, but it would have no sidewalks for pedestrians. It would be reached at various points by means of ramps.

Greater Boston Plans

The meeting indorsed the Planning Board's whole thoroughfare plan of Greater Boston, roughly taking in a 15-mile radius from the center of the downtown section.

The larger plan, involving the speeding of transportation from the north through East Boston and Charlestown, as well as to the south as far as Readville, was also indorsed by the delegates.

From the southerly border of Revere to Readville the proposed road, about 13 miles in length, is referred to as the north-south express. It would connect the North Shore State highway system, via East Boston tunnel, with communities, south of Boston as far as Providence.

A considerable section would have a double roadway, each 40 feet in width, separated by a wooded park in the center. At certain busy points the express road would have underpasses.

A proposed new way to reduce cross-town traffic congestion would extend from north of Savin Hill, along Norfolk av, eventually to Ashby st and Charles River road.

Cost \$1,000,000 a Year

Robert Whitten, consultant engineer for the Planning Board, gave a detailed description of the entire thoroughfare extension, which is designed to take about 25 years in the building, the work to be divided into something like five-year periods with an expenditure of \$5,000,000 for each period.

Daniel Bloomfield, manager of the Retail Trade Board, Chamber of Commerce, brought the warmest sort of an indorsement for the whole scheme, particularly the downtown, double-decker artery.

Mr Bloomfield urged quick action on the project of the central artery in order to provide work for unemployed, to take care of the proposed East Boston tunnel traffic, and the generally increasing downtown congestion.

Metropolitan Census Figures

The meeting voted unanimously to introduce a bill in the Legislature authorizing the United States Census Bureau to include in the census figures representing the city of Boston the total figures for the Metropolitan district, embracing 43 cities and towns.

Capt M. J. Norton of Dorchester, who presided, stated that the Census Bureau, he understood, has declared its willingness to give Boston the Metropolitan population of more than 1,500,000 whenever the Massachusetts Legislature signifies its desire to have it done.

The meeting voted to send Mayor Curley a suggestion from B. C. Lane that for relief of unemployment work be provided at painting of parking lines in the city streets where all-day parking is allowed.

It was voted that at the January meeting a representative of Boston Central Labor Union be heard in advocacy of a petition for an investigation of telephone rates and that a representative of the telephone company be allowed to state his case.

A committee was appointed to formulate resolutions on the death of a vice president of the East Boston association, Timothy W. Kelly.

Mayor Curley Proposes Deportation for "Reds"

Mayor Curley was an unexpected speaker at the evening session of the D. A. R. He went to view the Communist exhibit and remained to tell the delegates that he thought every "Red" in opposition to a continuance of good government here should be deported.

The Mayor came with his daughter, Mary, at the invitation of D. A. R. leaders.

Gaspar G. Bacon, president of the State Senate, took the importance of Americanization as his theme, while Rev Francis J. Cotter spoke on "The Menace of Communism."

85 CITY LABORERS GET THREE MONTHS OF WORK

Eighty-five garden laborers will have an extension of three months' work in the city's Park Department. The Civil Service Commission approved the request of the department yesterday.

Park Commissioner Long has applied for names of 100 laborers for a period of three months at \$5 a day on the proposed golf course in West Roxbury-Hyde Park. The men may be put to work on Monday.

CURLEY THANKS HULTMAN FOR LIQUOR SENT HOSPITALS

Mayor Curley yesterday sent a letter to Police Commissioner Hultman thanking him for the large supply of excellent confiscated liquor which he recently gave Boston hospitals. Mayor Curley said that the supply was ample for two years and suggested that any additional good liquor in the possession of the Police Department be turned over to 12 other prominent local hospitals.

The Mayor also suggested that confiscated narcotics be given to Boston hospitals.

SENATOR-ELECT COOLIDGE THANKS MAYOR CURLEY

Mayor Curley was personally thanked yesterday by Senator-Elect Marcus A. Coolidge for the part the Mayor took in the recent Democratic campaign. Mr Coolidge visited Mayor Curley at City Hall.

START RAZING HOUSES FOR EAST BOSTON TUNNEL

At the point where the East Boston entrance of the East Boston traffic tunnel will be located, the razing of

seven dwellings was started yesterday. The homes are between the corners of London and Havre sts.

It is estimated that at least 10 days will be required to remove these structures. The tunnel will not be started until after Jan 1.

HERALD 12/5/30

WORK ON ARTS BUILDING BEGINS

Curley Breaks Ground for
\$3,500,000 Structure with
Steam Shovel

HUNDREDS WILL BE GIVEN EMPLOYMENT

Mayor Curley, mounted on a steam shovel, yesterday broke ground for the new \$3,500,000 20-story Professional Arts Building, which will occupy the site bounded by Dartmouth and Stuart streets, Trinity place and the rear of the Copley-Plaza. It is anticipated that hundreds of men will be employed on the job during the winter and next summer.

More than 200 prominent business and professional men witnessed Mayor Curley operate the huge steam shovel as it dug up the earth. The mayor was not content with the first shovelful and worked the machine for about 10 minutes before quitting. Two steam shovels started work when the mayor finished.

A breakfast was given by W. J. McDonald, president of the corporation, at the Copley-Plaza immediately after the ceremonies. More than 100 guests attended. The architects of the new building, which is to be completed in October, are Blackall, Clapp, Whittemore and Clark.

The building will have 20 stories above the ground, two below and will rise to a height of 250 feet. It is the first building of its kind in Boston, but Chicago and New York have similar structures.

The building is being constructed by the New England Building, Inc., of which W. J. McDonald is president. The general contractors are H. K. Ferguson Company of Cleveland and Boston.

COSTS REDUCED

Mr. McDonald pointed out the reduction in the cost of building construction at this time. "In every case these medical and professional arts buildings have been most successful as income-producing buildings, ranking far ahead of almost every other classification," said Mr. McDonald.

At the breakfast, Mayor Curley expressed a feeling that the start of the new building would bring about a construction boom that would carry through New England and bring employment to idle, and with it, prosperity.

Among those who were present at the breaking of the ground and the breakfast were: Police Commissioner Eugene C. Hultman; Carl P. Dennett, vice-chairman of the Massachusetts Unemployment committee; Dr. George H. Washburn of the Massachusetts General Hospital Memorial; Henry I. Harriman, chairman, board of trustees, Boston Elevated.

Bradbury F. Cushing, manager, Statler Hotel; Herbert Winslow, Gen. Edgar R. Champlin, W. L. Bhearer, Paine

Furniture Company; Edward Dana, general manager, Boston Elevated; Arthur Russell, vice-president N. Y. N. H. and H. Railroad; Ernest A. Johnson, secretary, Building Trades Council; Ray Bowdoin, New England Council; James J. Phelan, Hornblower & Weeks; Carroll Swan, Howard M. Bischoe, vice-president Boston & Albany; E. E. Graves, James Fitzpatrick, president Building Trades Council and board of appeals; J. Arthur Moriarty, president Boston Central Labor Union; Dr. Henry Pollock.

Dr. George Howland, Peter Bent Brigham Hospital; Dr. Lovett Morse, Brooks Hospital; Frank Sawyer, president Checker Taxi Cab Company; J. Sumner Draper, Dr. Warren F. Cook, Dr. George Bowers, E. R. Anderson, J. Manson Rothwell, George S. Mumford, L. C. Prior, Dudley Harmon, Emile Coulon, New England Council; E. P. Pinto, Walter Channing, J. T. Burns, Horace Guild, F. P. Hayward, secretary Boylston Street Association; F. F. Purlington, Tarrant P. King, W. H. Ballard, John S. Lawrence, C. G. Metzler, Arthur Race, Arthur Pierce, Edward A. Westfall, E. W. Preston, John P. Cushing.

CENSUS OF JOBLESS BY POLICE PLANNED

City Committee Calls for
House-to-House Canvass

Mayor Reports Unemployment Peak
Has Been Reached in Boston

The city of Boston Emergency Committee on Unemployment met yesterday for the first time at City Hall and voted to ask Police Commissioner Eugene A. Hultman to direct the Police Department to take an unemployment census, visiting every house in the city.

Although Mayor James M. Curley expressed the belief that one job for someone was more important than the knowledge of the number out of work, he agreed to ask Commissioner Hultman for the census.

The city committee includes 23 women, 22 city Councilors, the Overseers of Public Welfare and representatives of labor and welfare organizations.

Unemployment Peak Passed

The Mayor asserted that conditions were better and that the peak of unemployment had been passed. He urged that the public rid itself of fear, stimulate buying, and thus create new demands upon industries. The city, he said, had provided work for 600 men on the Governor's project, had provided temporary work for 400 men in the Public Works Department and work for 200 additional men in the Park Department, and had arranged that the new golf course provide work for 300 more.

Work on the first section of the East

Boston tunnel will start in February, the Mayor said, and a new \$300,000 municipal building will be erected on the roof of the tunnel, thereby saving the cost of a site. He also listed two fire stations, two police stations and two branch libraries that are to be built, and said the public works program was the greatest in the history of the city.

Educators Hear Reports

Representing the State Committee at the meeting were Ralph W. Bowdoin, executive secretary, and Mrs. Nathan Thayer, chairman of the women's division. Mrs. Thayer explained the Christmas clothing chest scheme which will be inaugurated next week.

Mrs. Thayer was asked by Mayor Curley to find a location in Beacon st for the women's branch of the Municipal Employment Bureau. Simon E. Hecht was named chairman and Mrs. Eva Whiting White vice chairman of the Boston committee.

Reports of a survey made among some of the large employers of labor were made public earlier by Mayor Curley at a luncheon of educators and economists at the Parker House, indicating that the peak of unemployment had been reached.

Concerns which the Mayor said planned no layoffs and in some cases planned to add men and were doing a record business were:

Walter Baker & Co, Mead-Morrison Company, Boston Woven Hose and Rubber Company, New England Confectionery Company, B. F. Sturtevant Company, Lever Brothers, Salada Tea Company, Schrafft Chocolate Company, Lewandos, Walker & Pratt Manufacturing Company, Ford Motor company.

Not the Worst Period

The Mayor said it was the third period of business depression that his administrations had encountered, 1915, 1922 and this year, but in his opinion the present condition is not as bad as it was in 1915-16. He pointed to savings bank statistics. Boston banks in 1929 had on deposit, he said, \$582,973,000, and this year in the same period, \$607,381,000, while the figures for Massachusetts banks in 1929 were \$2,035,799,000,000, and this year \$2,104,588,000. The average balance in savings banks was \$714.

He expressed the opinion that caring for the people in a crisis by the tax rate was better than philanthropy and said that despite the great strain he expected the city to finish the year without a deficit.

Chairman Hecht of the Board of Overseers of Public Welfare said that the calls on his department would be \$850,000 greater this year than last year, that 1600 persons out of work were being taken care of, that the total cost of the department for 1930 would be about \$3,600,000, almost \$1600 a day for the year. He also declared that he believed the peak of unemployment had been passed.

Other speakers were Dr Benjamin Selekmán, Prof Joseph H. Beale, William H. Taylor of the Board of Welfare and Prof Harvey A. Wooster.

AMERICAN 12/5/30

DR. DOWLING TO BE NAMED ADVISORY DIRECTOR

Hospital Trustees to Make Changes Today; Staff Re- organization Predicted

Appointment of Dr. James W. Manary, acting superintendent, to the post of superintendent at City Hospital, was scheduled to be made late today at a meeting of the hospital trustees, according to Carl Dreyfus, one of the board.

Dr. Manary would succeed Dr. John J. Dowling, who is on a three months' leave of absence and who will become advisory director of the hospital upon his return. This is a newly created office.

It is understood that these changes will be forerunners of a complete reorganization of the hospital.

PLAN IS STUDIED

The taking over of the Veterans' Hospital in West Roxbury to become part of the enlarged City Hospital, is also slated to be included in the proposed reorganization program.

Mayor Curley said today that from present indications he will ask the Legislature next year to increase the number of City Hospital trustees from six to 12. He said there is now too much work for the trustees, the hospital having grown from an institution to a great health center. He added the increase was one of a number of important recommendations made to him by the trustees recently.

The board of trustees in charge of the hospital, under Joseph P. Manning, chairman, have practically decided upon the plan to be adopted, it is said.

It is believed that Dr. Dowling's proposed new position would entail the general supervision of the City Hospital stations, it is understood, but the active management would devolve upon the new superintendent.

It is known that recently Dr. Ed-

HERALD 12/5/30

City Hospital Trustees to Consider Plan to Reorganize Institution

Trustees of the City Hospital at a meeting today on the budget for 1931 will discuss plans for a reorganization of the hospital which will call for the promotion of Dr. John J. Dowling, superintendent of the hospital, to supervisory director, and the possible addition of the old Veterans' Hospital in West Roxbury to the unit.

Tentative plans already discussed by the trustees provide that Dr. James W. Manary, chief executive officer and acting superintendent during the absence of Dr. Dowling, be made superintendent. For some time trustees have been desirous of relieving Dr. Dowling of much of the routine work of the institution in order to place him in a more advisory capacity.

While definite action may be taken by the board of trustees today, their plans must be submitted to Mayor Curley for approval. Joseph P. Manning, president of the board, said last night the trustees have frequently discussed the plans of a promotion for Dr. Dowling and that it would no doubt come

Conditions at the hospital have been crowded for months. Other features of the reorganization plan under discussion include the use of city property in West Roxbury, formerly leased to the veterans' bureau for hospital purposes, as the city home for contagious diseases. This would involve transfer of the contagious, or south department of the City Hospital, to West Roxbury and would increase the number of beds available by 100.

The program would provide more than 2000 beds in the City Hospital and connected institutions and make necessary a large increase in personnel.

"I should like to make it clear," said Chairman Manning, last night, "that these plans at present are only in the stage of discussion. We have taken no official action and even if we do, the approval of Mayor Curley is of course necessary."

The trustees, in addition to Mr. Manning, are Carl Dreyfus, Karl Adams, Dr. George D. Sears and Dr. Henry S. Rowen.

mund W. Wilson, who was formerly assistant superintendent and resigned about a year ago to take a position with a New York insurance company, was in conference with the trustees. It is said that he was offered the position as superintendent, but declined because of his obligations and interests in his new work.

WOULD ADD 800 BEDS

If the Veterans' Hospital in West Roxbury is taken over as the city home for contagious diseases, it would mean that the present south department of the Boston City Hospital would be transferred to West Roxbury.

The change would increase the number of beds by 800, making more than 2000 available in the present City Hospital, the new West Roxbury Hospital, and the East Boston Relief and Haymarket Relief Hospitals.

It would naturally follow, also, that the hospital staff would be increased and an addition of men and women employees would result.

If the plans go through as expected, the Haymarket Station would be used mostly to care for alcoholism cases and those emergency cases which could not wait for transportation to the Boston City Hospital. The East Boston Relief Station would function as at present.

TRAVELER 12/5/30

MAYOR CURLEY SETS UP TRUST FUND FOR POOR

Gift Will Amount to \$26,000,000 in 125 Years

The nucleus of a trust fund for the use of the overseers of public welfare of the city of Boston was established today when Mayor Curley took out an insurance policy for \$102,000.

WILL TOTAL \$26,000,000

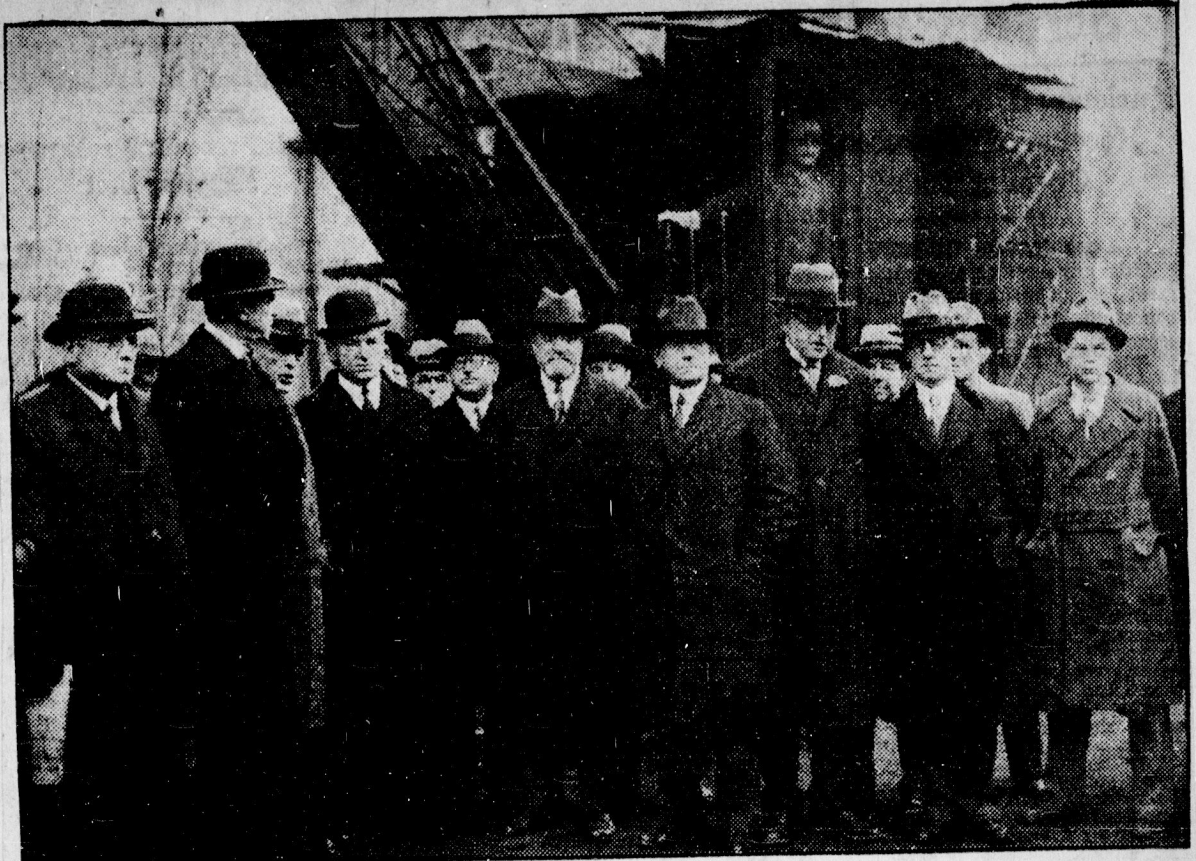
Under the provisions of the trust, for which the mayor will name trustees, the income is to go to his children and on the death of the last one the fund is to be allowed to accumulate for 125 years when the income will become available to the welfare department.

Statisticians figure that in 125 years the fund will amount to \$26,112,000. On a 4 per cent. basis the income would be \$1,250,000 annually.

In making the announcement of his plan the mayor expressed the hope that other citizens might follow his action. It would mean, he said, the establishment of the welfare department.

HERALD 12/5/30

AS GROUND WAS BROKEN FOR NEW ARTS BUILDING



Left to right: Elbridge R. Anderson, Carl P. Dennett, Henry I. Harriman, Mayor Curley, in rear, George N. Meserve, J. Sumner Draper, Clarence Blackhall, in rear, Ernest A. Johnson, William J. McDonald, Police Commissioner Eugene C. Hultman, in rear, Fred Holdsworth, and Edward P. Dana.

GLOBE 12/5/30

HUGE FUND FOR NEEDY ESTABLISHED BY CURLEY

Mayor Takes Out \$102,000 Life Insurance Policy, Which in Time Will Bring \$1,250,000 Income

Mayor Curley has established a fund which in time will permit of the distribution of the income therefrom of \$1,250,000 to the needy poor of Boston every year, and he suggests that similar action by nine other men would in time relieve the city of Boston of any expense in caring for its poor.

The basis of the fund is an insurance policy on his life issued by the Metropolitan Life Insurance Company for \$102,000. Upon the death of the Mayor the principal is placed in trust and the income therefrom will be paid to his children. Upon the death of his children the fund will continue in trust for 125 years.

At the end of the 125 years the principal will be \$26,112,000, and from that time on the income from the foundation, amounting to \$1,250,000 annually, is to be distributed to the poor of Boston in addition to such sum as the city through its public welfare department distributes to the poor.

TRANSCRIPT 12/5/30

Curley Plans Big Annuity for Poor

Takes Out Policy to Provide \$1,250,000 Annually for the Needy

Mayor Curley announced today that he had provided in his will for an insurance policy of \$102,000 with the Metropolitan Life Insurance Company for the benefit of his children and eventually for the benefit of the worthy poor of Boston. In the announcement there is an invitation for people of means to do likewise for the poor, coupled with the statement that if ten citizens should thus respond to the spirit of philanthropy the time would come when those in need of aid would be independent of annual appropriations from the taxpayers' money.

The mayor has been informed by the actuary of the company that the principal will double every sixteen years and that 125 years after the death of his last child, when the fund becomes available to the poor, it will amount to \$26,112,000, with interest credited at the rate of 4 1/2 per cent. This would yield an annual income of \$1,250,000, the money to be turned over to the overseers of the public welfare in annual payments and to be used in addition to any appropriations by the city.

The fund will be left in the hands of trustees to be distributed...

Post 12/5/30

TRANSCRIPT 12/5/30

BUSINESS LOOKING UP FOR BOSTON

Prosperity Prospects in 1931 Bright, Says Mayor

Boston's unemployment situation has turned the corner and the prospects for unsurpassed prosperity in 1931 were never brighter, Mayor Curley told his round table of college professors, expert economists and civic and labor leaders yesterday at the Parker House.

SURPLUS JAN. 1

Though the city will have spent over \$4,000,000 for poor relief by Dec. 31, the largest total in any year of the city's history, the Mayor promised that there would be a cash surplus in the municipal treasury Jan. 1.

This will be accomplished, he said, in spite of the fact that Boston in 1930 witnessed the launching of a programme of public improvements on a scale never before attempted here.

From confidential reports received from leading industrial firms of Greater Boston and from the bulging deposits in the savings banks of the city, the Mayor declared that it was quite evident that the crisis had passed, so far as this city was concerned.

Looking back over the past 11 months the Mayor insisted that the situation was not so bad as in other years he has viewed from the mayoral chamber at City Hall. He recalled that he faced as Mayor both the depressing periods in 1915 and in 1922.

In 1915, the Mayor recalled, the city had to provide lodging for the poor at the ferry houses, the State pier and every other available place, and he stated that on only one night in the present year has the capacity of the Wayfarers' lodge been taxed to the full by applicants for beds.

Must Banish Fear

"If we only would banish the psychology of fear and stop saving money in anticipation of losing our jobs," said the Mayor, "we would be better off this year than ever before."

During the year up to Nov. 1 Boston savings banks deposits increased \$24,408,593, bringing the total to \$607,381,000, the Mayor said, and this represented an average account balance of \$714.83, as compared with \$631 in 1927.

Reading reports from a number of leading industrial firms the Mayor declared that the Bethlehem Shipbuilding Company at Fore River shows a business increase of 200 per cent this year over 1929, and indicates that it will have steady work for its entire per-

sonnel for from two and one-half to three years more on contracts.

Other firms which reported bright prospects for the winter were the Walter Baker Chocolate Company, Mead Morrison Company, Boston Woven Hose, New England Confectionery, B. F. Sturtevant, Lever Brothers, now working on a 24-hour basis; Salada Tea Company, Fanny Farmer's Candy Company, Schrafft's, Lewandoes, Walker Pratt, Simplex Wire and the Ford Motor Company.

The Ford plant in Somerville, the Mayor said, expects to reach the employment peak the first of January, starting its best record year. And from Lewandoes Dye House, he received the report that "if depression talk were buried, the worst would be over."

More Optimism Needed

"All we need," said the Mayor, "is a little more optimism and a little more cheery talk. Everybody should shed fear and have a little more faith in God, in country and in his home community." This was his recipe to hasten prosperity.

Other speakers at the conference were Chairman Simon E. Hecht of the Overseers of Public Welfare; Dr. Benjamin Seligman, director of the Jewish charities and philanthropies; Professor Harvey A. Wooster of Tufts, Professor Joseph H. Beale of Harvard, Professor Frank P. Speare of Northeastern and William H. Taylor of the public welfare overseers.

In discussing the work being done by the overseers, Chairman Hecht stated that the municipal board is providing relief for 1600 men and women who are jobless, for 900 mothers needing aid and 4500 cases of dependents, bringing the total number of cases to 7000.

Overseer Taylor declared that on only two nights did more than 150 men apply for beds at the Wayfarers' Lodge at Hawkins street. The reason there had been no rush, he said, was the fact that the city has been caring for the poor at home.

GOVERNORS ISLAND PROJECT DISCUSSED

Army Officer Goes Over City Plans for Airport

Another step was recorded today in the progress of the development of the East Boston airport when Capt. George, engineering expert for the U. S. government and representing Gen. Fox Connor of the first corps area, conferred with Chairman William P. Long of the Boston park department about the plans for Governor's Island.

The federal government was interested in learning just what the city intends to do with Governor's Island in its connection with the airport. Plans for the proposed improvement were explained to Capt. George by Chairman Long.

The government expert thought well of the plans laid out by the city. He will make a formal report to Washington upon which will be based the army's approval or disapproval of the project.

in Mayor's Plan

A bill calling for authorization of \$14,000,000 for an extension of the Boylston street tunnel by way of Huntington avenue to Brookline Village, and another bill seeking \$5,000,000 to start the proposed double-decked central artery through the business section have been drawn by the Boston law department, at the mayor's request, for presentation to the Legislature. These are the two major projects for the new year, which Mr. Curley outlined to his emergency unemployment committee at yesterday's session when it met for organization.

Two new police stations downtown will cost \$700,000, two new central fire stations will require a similar sum, and two new branch libraries will mean an expenditure of \$200,000. Then there will be a \$200,000 addition to the Public Welfare Building at Hawkins street, a \$300,000 golf course in West Roxbury, and a \$300,000 city printing plant.

That the entire appropriation for the printing plant may go towards labor and materials, the mayor stated yesterday that he is considering the possibility by placing the structure on the roof of the \$16,000,000 East Boston traffic tunnel, so that the city will not be obliged to buy a site.

Hope that the Legislature will give the city authority to carry out its program was expressed by the mayor, who recalled that the 1930 Legislature gave Boston approval for the expenditure of \$36,000,000, "a generosity which was considered embarrassing in the last campaign," smiled the mayor.

The mayor appointed Chairman Simon E. Hecht of the Board of Overseers of Public Welfare to serve as chairman of the emergency committee and Mrs. Eva Whiting White as vice chairman.

On motion of Councillor Norton of Hyde Park, a member of the committee, it was voted to request Police Commissioner Eugene C. Hultman to have his force make a second census of the unemployed. The police census of April 1 showed 41,000 without work in Boston, while the Federal census revealed but 22,000 on the same date, Councillor Norton stated, appealing for an accurate count.

Executive Secretary Ralph W. Bowdoin of the State emergency unemployment committee declared that unemployment was less a problem in Boston than many other cities, but appealed to the group to give consideration to the need of finding work for the so-called "white collar" group.

As chairman of the women's group of the governor's emergency committee Mrs. Nathaniel Thayer outlined a plan which she will launch next week through which the wealthy residents of the city will give their clothes to the needy and buy new clothes for themselves to stimulate trade. This Commonwealth Christmas chest, she said, would be opened Monday in the John Hancock Building.

CURLEY IS ELECTED TO UNIVERSITY CLUB

He and Successors to Be
Members While Mayor

In Address on Planning, He Lauds
Scotsman Gourley's 1848 Ideas

An unprecedented honor was conferred on Mayor James M. Curley yesterday by the University Club, the board of governors of which bestowed on him an honorary membership, to last as long as he holds the office.

The honor will also automatically go to all future Mayors of Boston, to be retained by them during their tenure of that office.

The membership, which was accepted last evening by Mayor Curley, was conferred in anticipation of an address delivered by the Mayor last evening in the University Club lounge, to several hundred members, on "City Planning."

Development Forecast

In outlining Boston city planning for the next two generations, the Mayor surprised his hearers by stating that most of the parkway and boulevard developments and improvements carried out during the last 40 years were advocated, though in vain, as far back as 1848 by Peter Gourley, Scottish landscape architect.

One of Gourley's schemes involved a continuous chain of boulevards from the Public Garden, along the Boston, Roxbury and Brookline shores of the then existing waters of the Back Bay, as well as along the Cambridge and Charlestown shores of Charles River.

According to the Mayor, Gourley also forecast the Cambridge tunnel, the Tremont and Boylston-st subways and the East Boston tunnel. Gourley showed how easily the filling of the Back Bay might be accomplished and proposed the corporate merger of Roxbury, Brookline, Cambridge and the other outlying towns with the city of Boston.

Congestion Always Problem

Mayor Curley said that the problems of transportation and congestion, instead of approaching a solution, become yearly more serious.

"Province st, less than 400 feet long, was widened at an expense of slightly in excess of \$1,000,000, and has been followed by an increase in the valuation of buildings due to new construction of more than twice the cost of the street itself," he said, "the same is true of Tremont st, Kneeland st, Cambridge and Court sts, Nashua st and Dock sq—each a separate story in itself and each showing an almost instantaneous response in the construction of new buildings far in excess of the cost of the improvements—to say nothing of the facility of traffic movement.

"The development of the health unit centers in the city of Boston is another important feature in its planning program. Six units have now been established in the different sections of the city.

"City planning is of necessity primarily concerned with the future, and

if we are to succeed, the only way to approach any problem is with faith and courage and vision. Boston is fortunate in that it has had its Gourleys from the very beginning."

Speaks of Economic Ills

In reference to the existing business depression, the Mayor declared that conditions are not nearly as bad in Boston as in many other large communities. He compared the 240 applicants for lodging the coldest night this week, at the local Wayfarers' Lodge, with local 4000 applicants for shelter at times during 1915.

Mayor Curley held that the United States has lacked progressive spirit in certain economic matters, citing the fact that maternity benefits, old age pensions, unemployment insurance, and sickness insurance, all of which ought to be available in this country today, originated in Germany 46 years ago.

Charles A. Birmingham, secretary of the club, introduced the Mayor. Mr Curley was entertained previous to his talk, at dinner, by the entertainment committee, of which Daniel Tyler Jr of the National Shawmut Bank is chairman.

Veterans' Hospital to Be Taken Over

Plan Means 800
More Beds

Increase in Personnel of
Staff Would Follow

A complete reorganization of Boston City Hospital, which may see the addition of a new station in West Roxbury, the creation of a directorship and a change and addition in staff and personnel, is expected to be made within a few days on the return of Dr John J. Dowling, superintendent of the hospital, after a leave of absence of three months.

The changes have been rumored for some time, but it was learned yesterday that the board of trustees in charge of the hospital, under Joseph P. Manning, chairman, have practically decided upon the plan to be adopted.

Manary Promotion Likely

It is believed that Dr. James W. Manary, now chief executive officer and acting superintendent in the absence of Dr. Dowling, will be promoted to the position of superintendent of the hospital.

retire from his position as superintendent and assume a position to be created, director of the hospital, functioning mostly in an advisory capacity. His position would entail the general supervision of the City Hospital stations, it is understood, but the active management would devolve upon the new superintendent, who is expected to be Dr. James W. Manary, now chief executive officer and acting superintendent in the absence of Dr. Dowling.

Although it is understood that nothing definite has been decided as to the new superintendent, it is known that many feel Dr Manary is the logical successor to Dr Dowling and one who could work best with the latter in his new advisory position.

The creation of the new position of director and the promotion of Dr Manary would mean a general shift in positions at the hospital. It is known that recently Dr Edmund W. Wilson, who was formerly assistant superintendent and resigned about a year ago to take a position with a New York insurance company, was in conference with the trustees. It is said that he was offered the position as superintendent, but declined because of his obligations and interests in his new work.

To Confer With Mayor

Mr Manning has since stated that Dr Manary is the logical successor to Dr Dowling and also has said that the matter of hospital changes has been under consideration for some time. Before they become effective, however, the trustees plan a conference with Mayor James M. Curley, he said.

It is understood the other hospital changes include the possible use of the Veterans' Hospital in West Roxbury as the city home for contagious diseases. This would mean that the present South department of the Boston City Hospital would be transferred to West Roxbury. The change would increase the number of beds by 800, making more than 2000 available in the present City Hospital, the new West Roxbury Hospital, and the East Boston Relief and Haymarket Relief Hospitals.

It would naturally follow, also, that the hospital staff would be increased and an addition of men and women employees would result.

One Station for Alcoholics

If the plans go through as expected, the Haymarket Station would be used mostly to care for alcoholism cases and those emergency cases which could not wait for transportation to the Boston City Hospital. The East Boston Relief Station would function as at present.

The changes have been desired principally because of the cramped conditions at the City Hospital. It has been difficult to provide all the beds needed for patients and at various times centers of wards to accommodate all who needed immediate medical attention.

The matter is still in the hands of the board of trustees, and it is believed that Dr. James W. Manary, now chief executive officer and acting superintendent in the absence of Dr. Dowling, will be promoted to the position of superintendent of the hospital.

HERALD 12/5/30

JOB INCREASE, MAYOR REPORTS

**He Sees Indications Crisis
In Unemployment Has
Passed**

BASED ON FIGURES SUPPLIED BY FIRMS

Indications that the unemployment crisis here has passed and that the outlook for the coming three months is particularly encouraging, based on reports from many of the large employers of Greater Boston, were reported by Mayor Curley yesterday to his unemployment conference of economists and educators.

Appearing before his emergency committee on unemployment later in the day, the mayor announced that a census of unemployed men and women in Boston would be taken immediately by the police department, although he held that the number of jobs that can be furnished was of more vital importance.

Among the concerns on whose reports the mayor had reached his conclusions expressed at the earlier conference were the Walter Baker & Co., Mead-Morrison Company, Boston Woven Hose & Rubber Company, New England Confectionery Company, B. F. Sturtevant Company, Ford Motor Company, Lever Brothers Company, Salada Tea Company, Schrafft Chocolate Company, Walker-Pratt Company and Lewando's.

Each of these concerns, the mayor said, reported that no more employees would be laid off and that there was expectation of making additions to their working forces in the near future.

The Sturtevant company reported surpassing the record of their 1929 record-breaking year; the Ford Motor Company that they expected to keep adding men to the assembling plant in Somerville, and the Lever Brothers Company that they were operating on a 24-hour basis.

The mayor cited the records of the savings banks in support of his statement that conditions are not comparable with those of 1915. These records showed that in the Boston district, savings bank deposits have increased from \$52,973 in November of 1929, to \$607,381,000 this year; and in the state, as of Oct. 31, deposits have jumped in a year from \$2,035,799,000 to \$2,104,588,000. The average balance in savings banks has reached the record of \$714.

That he is hopeful to complete the first year of his present term as mayor without reporting a deficit in spite of the abnormal expenditures for hospitals, relief and correctional institutions, the mayor told the conferees.

Chairman Simon E. Hecht of the overseers of the public welfare, said that the probable cost of the department this year, \$3,600,000, will be \$800,000 in excess of last year. He feels that the peak of unemployment has passed, and he cited a substantial decrease in the monthly excesses of cost over previous months as basis for his judgment. In

October expenses exceeded those of September by only \$9000, and the anticipated increase of \$20,000 in November over October is not as large as had been expected.

Other speakers were Prof. Harvey A. Wooster of Tufts, Dr. Ben Selekman, Prof. Joseph H. Beale of Harvard and

William H. Taylor of the overseers of public welfare.

He reiterated to his emergency committee his assertions that conditions were better. Referring to the census to be taken he said, "Let us find jobs instead of the number who want them and we will be doing something useful."

URGED TO ABOLISH FEAR

Again he urged the public to abolish fear of the future, to stimulate buying and thereby create new demands upon industries. He cited that Boston had this year provided employment to 600 men on the Governor square subway extension; had given temporary work to 400 in the public works department and to 200 men in the park department, and that within a month 300 additional men would be employed in the conversion of a wooded tract into a golf course.

Work on the first section of the East Boston tunnel would start about the first of February, he expected. In connection with this, he explained to the members of the city council who are members of the emergency committee that the reason nothing had been done towards the erection of \$300,000 municipal building was that he planned to erect this building on the roof of the tunnel, thereby saving cost of a site.

Two fire stations, two police stations and two branch libraries, he enumerated among projects which will be completed next year. Boston, he felt, had responded to the emergency in formulating a program of public works which had shattered all previous records.

Ralph W. Bowdoin, executive secretary, and Mrs. Nathaniel Thayer, chairman of the women's division of the Governor's unemployment committee, explained the work of their organization and Mrs. Thayer described the Christmas clothing chest scheme, which will be inaugurated next week.

The committee, comprising 23 women, 22 city councilmen, the overseers of public welfare and representatives of labor and welfare organizations, formally organized with Simon E. Hecht as chairman and Mrs. Eva Whiting White, vice-chairman, and made plans to organize the necessary sub-committees.

CURLEY IS ELECTED TO UNIVERSITY CLUB

Mayor Curley has been elected an honorary member of the University Club, according to announcement last night at a meeting in the assembly hall of the club at which the mayor addressed more than 1000 members on the subject of city planning.

The announcement was made by Charles A. Birmingham, presiding, who said the membership had been conferred by the board of governors and would remain in effect as long as the mayor continues in office. Future mayors of Boston, it was announced, would also be granted the same distinction.

The mayor reviewed the history of municipal planning in Boston, and characterized the zoning plan adopted in 1924 as "one of the most far-reach-

URGE CHARLES ST. SIDEWALK SUBWAYS

**Curley and Hospital Trustees
Favor Adequate Protection**

Mayor Curley and representatives of the Massachusetts General Hospital and the Eye and Ear Infirmary yesterday recommended to the state department of public utilities that provision be made for the construction of subways to the sidewalks for use of passengers coming from the proposed Boston Elevated station to be constructed at Charles and Cambridge streets.

The mayor, Dr. Frederick A. Washburn, Joseph H. O'Neil, Bernard J. Rothwell, Transit Commissioner T. J. Sullivan, W. T. Austin and J. F. Downey appeared at a public hearing at the State House to discuss the various angles in connection with the proposed station construction.

The mayor told the commission that the plans to widen Charles street for the inclusion of a traffic circle 240 feet in diameter would make it the largest traffic circle in the world. Safety of the visitors to the neighboring institutions, he said, demanded the construction of subways, particularly as long platforms reaching from the station to the sidewalks would detract from the appearance of the locality.

Dr. Washburn urged that every safety precaution be taken to protect the many visitors and patients who would make use of the station. Mr. O'Neil said that Massachusetts General Hospital trustees were insistent on the installation of subways.

Chairman Rothwell of the Elevated board of directors predicted that it would be a profitable station and suggested that steps be taken to separate the streams of traffic entering the circle. Commissioner Sullivan said that signal lights would not be adequate to protect pedestrians under the conditions that will prevail.

Mr. Austin, representing the Society of Architects, urged that the beauty of the Longfellow bridge be preserved and advanced the fear that sufficient architectural study had not been made. Mr. Downey, representing the Cambridge Industrial Association, suggested a minute study of the traffic situation before any definite commitment is made.

ing steps toward the improvement of housing conditions, the stabilization of property values and the encouragement of business development in proper locations that the city has ever witnessed.

AMERICAN 12/5/36

Million for Greater City Hospital Urged

The board of trustees of the City Hospital will recommend within the next few days to Mayor Curley that more than a million dollars be appropriated at once to double the staff and the capacity of the hospital, it was learned last night.

By terms of the proposal Dr. John J. Dowling, now on leave on a trip to Europe, who has been head of the hospital for a score of years, would be made director of the greater hospital, with Dr. James W. Manary, now rated assistant superintendent, promoted to the position of superintendent as active head of the hospital.

Dr. M. W. O'Connell, second assistant superintendent, would be advanced to assistant superintendent. It is expected the executive staff will be trebled.

The Veterans' Hospital at West Roxbury, now being renovated and repainted, will be remodeled to accommodate at least 500 persons as a convalescent hospital, with additional buildings being added to the group already there.

TO DOUBLE STAFF

The staff of the hospital, now close to 1100, would be doubled.

TRAVELER 12/5/36

HULTMAN SAYS HOSPITAL GOT ALL ALCOHOL

Receipt of Entire 8500 Gallons Is Denied

The mysterious disappearance of some 3800 gallons of alcohol, part of a gift of 8500 gallons by police to the City Hospital, was taken up by hospital trustees today.

HULTMAN HAS RECEIPT

The matter came up at a regular meeting of the trustees, of whom Joseph P. Manning is chairman. The police say so much was delivered. Police Commissioner Hultman has a receipt for 8500 gallons given, he said, after it had been taken under police guard to the hospital and safely delivered.

Two motorcycle officers accompanied the consignment from the Back Bay police station storage place to the hospital. Commissioner Hultman with Assistant Corporation Counsel Leo Schwartz accompanied the shipment, made in three automobile trucks.

The hospital authorities, however, say there was less delivered. Whether it leaked out or disappeared in some other

manner, they have been unable to determine. Dr. Charles A. Galligan, executive assistant at the hospital, stated that much of the stuff was dumped because it was unfit for use.

Chief Inspector J. E. W. Doane of the United States bureau of industrial alcohol made the check-up with the assistance of Inspector A. H. Crabtree, and Doane declared that nothing like 2700 gallons was dumped. He said what was dumped probably wouldn't total more than 300 gallons.

DOUBT THEFT

What became of the balance? Hospital authorities doubt that any was stolen. The "alky" came in all sizes of tins, barrels and other containers, and there is a possibility, hospital officials say, that a mistake was made in the police check-up, that many of the containers may not have been full when landed.

Some of the containers were opened with haxes and some of the liquor may have spilt. Some of the containers were leaky and rotten.

At any rate, a fire menace developed from the leaking alcohol in the hospital storeroom. The basement was nearly flooded. At the request of the hospital authorities, Fire Chief Fox assigned firemen on duty in the building for several nights, while two extra watchmen were employed by the hospital.

TAKEN IN RAIDS

The liquor was confiscated during police raids in the last few years. Commissioner Hultman offered to give it to the hospital for medicinal purposes and the offer was accepted. It was taken to the hospital Nov. 25 in three large trucks.

Some time after the liquor had been removed to the hospital, some one detected a strong odor in the store room. The cans and barrels, many of them, had sprung a leak.

The inspectors from the internal revenue department were sent to check up on what remained of the spirits, and after they had emptied several hundred gallons from rusted and rotted containers, a new check was made and the hospital credited with about 4700 gallons.

The shortage was taken up today at a session of the trustees of the City Hospital. Joseph P. Manning, president of the board of trustees, said that the information which came to him about the shrinking alcohol, gave a tinge of mystery to the case.

RECORD 12/5/36

Plan Census of Hub's Unemployed

Census of all unemployed residents of Boston by Police Commissioner Hultman was decided on yesterday by the newly-organized city committee on unemployment, at its meeting in City Hall.

Mayor Curley will today forward the committee's request to Commr. Hultman. Mrs. Nathaniel Thayer and Ralph W. Bowdoin of the state emergency committee on unemployment were among the speakers at the meeting.

6

HEBALD 12/6/36

NEW TRAFFIC RULES EFFECTIVE DEC. 15

Active Enforcement Campaign Promised by Conry

New traffic rules, prepared by the Boston traffic commission, will become effective Dec. 15 and will be first advertised today in the city publication. It was announced last night by Traffic Commissioner Conry. The rules will hold without change for six months.

Parking rules remained unaltered in the revision with one hour parking in any street between 7 A. M. and 6 P. M. except on Sundays and holidays. The rule against all night parking is still in effect.

An active enforcement campaign was also promised by Commissioner Conry in an attempt to place the traffic regulations on the same basis as other laws of the commonwealth. Parking is prohibited on Causeway street on the side opposite North station, Market street and Traverse street have been made one-way with parking prohibited on both sides. Parking is prohibited on Tremont street, west side, from Stuart street to Warrenton street, and on Buckingham street at the Bay Bay station.

Alternate parking has been adopted on Massachusetts avenue from Columbus avenue to Beacon street; on St. George street, from Massachusetts avenue to Dalton street; Washington street, from Dover street to Broadway; Dover street, from Albany street to Tremont; Chestnut street, Beacon Hill and Revere street, from Irving street to Embankment road.

The new rules also provide for parking on Charles street, between Boylston street and Beacon street, with both right wheels to the curb instead of backed to curb as at present. Unlimited parking between 10 A. M. and 1 P. M. is to be continued there also.

Post 12/8/30

FEARS FOR CITY IN BIG EXPOSITION

G. G. A. Protests Hub Assuming Profits or Liabilities

Good Government Association protest against the city assuming responsibility for the profits or deficits of the 1931 New England States Century of Progress Exposition next June at Columbus Park, South Boston, were labelled as "absurd" by Corporation Counsel Samuel Silverman last night.

CORPORATION IN CHARGE

In a statement issued yesterday, Secretary S. S. Sheppard of the G. G. A., insisted that he did not oppose the exposition, but he contended that "the city of Boston should not be financially liable for the exposition."

Commenting on the protest, Corporation Counsel Silverman stated that the city could not be considered liable in any way, inasmuch as a private corporation, comprising leading public officials and directors of prominent business interests, had been organized as "The New England States Century of Progress Exposition, Inc.," to conduct the \$6,000,000 show.

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AMERICAN 12/5/36

Million for Greater City Hospital Urged

The board of trustees of the City Hospital will recommend within the next few days to Mayor Curley that more than a million dollars be appropriated at once to double the staff and the capacity of the hospital, it was learned last night.

By terms of the proposal Dr. John J. Dowling, now on leave on a trip to Europe, who has been head of the hospital for a score of years, would be made director of the greater hospital, with Dr. James W. Manary, now rated assistant superintendent, promoted to the position of superintendent as active head of the hospital.

Dr. M. W. O'Connell, second assistant superintendent, would be advanced to assistant superintendent. It is expected the executive staff will be trebled.

The Veterans' Hospital at West Roxbury, now being renovated and repainted, will be remodeled to accommodate at least 500 persons as a convalescent hospital, with additional buildings being added to the group already there.

TO DOUBLE STAFF

The staff of the hospital, now close to 1100, would be doubled.

TRAVELER 12/5/36

HULTMAN SAYS HOSPITAL GOT ALL ALCOHOL

Receipt of Entire 8500 Gallons Is Denied

The mysterious disappearance of some 3800 gallons of alcohol, part of a gift of 8500 gallons by police to the City Hospital, was taken up by hospital trustees today.

HULTMAN HAS RECEIPT

The matter came up at a regular meeting of the trustees, of whom Joseph P. Manning is chairman. The police say so much was delivered. Police Commissioner Hultman has a receipt for 8500 gallons given, he said, after it had been taken under police guard to the hospital and safely delivered.

Two motorcycle officers accompanied the consignment from the Back Bay police station storage place to the hospital. Commissioner Hultman with Assistant Corporation Counsel Leo Schwartz accompanied the shipment, made in three automobile trucks.

The hospital authorities, however, say there was less delivered. Whether it leaked out or disappeared in some other

manner, they have been unable to determine. Dr. Charles A. Galligan, executive assistant at the hospital, stated that much of the stuff was dumped because it was unfit for use.

Chief Inspector J. E. W. Doane of the United States bureau of industrial alcohol made the check-up with the assistance of Inspector A. H. Crabtree, and Doane declared that nothing like 2700 gallons was dumped. He said what was dumped probably wouldn't total more than 300 gallons.

DOUBT THEFT

What became of the balance? Hospital authorities doubt that any was stolen. The "alky" came in all sizes of tins, barrels and other containers, and there is a possibility, hospital officials say, that a mistake was made in the police check-up, that many of the containers may not have been full when landed.

Some of the containers were opened with haxes and some of the liquor may have spilt. Some of the containers were leaky and rotten.

At any rate, a fire menace developed from the leaking alcohol in the hospital storeroom. The basement was nearly flooded. At the request of the hospital authorities, Fire Chief Fox assigned firemen on duty in the building for several nights, while two extra watchmen were employed by the hospital.

TAKEN IN RAIDS

The liquor was confiscated during police raids in the last few years. Commissioner Hultman offered to give it to the hospital for medicinal purposes and the offer was accepted. It was taken to the hospital Nov. 25 in three large trucks.

Some time after the liquor had been removed to the hospital, some one detected a strong odor in the store room. The cans and barrels, many of them, had sprung a leak.

The inspectors from the internal revenue department were sent to check up on what remained of the spirits, and after they had emptied several hundred gallons from rusted and rotted containers, a new check was made and the hospital credited with about 4700 gallons.

The shortage was taken up today at a session of the trustees of the City Hospital. Joseph P. Manning, president of the board of trustees, said that the information which came to him about the shrinking alcohol, gave a tinge of mystery to the case.

RECORD 12/5/36

Plan Census of Hub's Unemployed

Census of all unemployed residents of Boston by Police Commissioner Hultman was decided on yesterday by the newly-organized city committee on unemployment, at its meeting in City Hall.

Mayor Curley will today forward the committee's request to Commr. Hultman. Mrs. Nathaniel Thayer and Ralph W. Bowdoin of the state emergency committee on unemployment were among the speakers at the meeting.

6

THE BALD 12/6/36

NEW TRAFFIC RULES EFFECTIVE DEC. 15

Active Enforcement Campaign Promised by Conry

New traffic rules, prepared by the Boston traffic commission, will become effective Dec. 15 and will be first advertised today in the city publication. It was announced last night by Traffic Commissioner Conry. The rules will hold without change for six months.

Parking rules remained unaltered in the revision with one hour parking in any street between 7 A. M. and 6 P. M. except on Sundays and holidays. The rule against all night parking is still in effect.

An active enforcement campaign was also promised by Commissioner Conry in an attempt to place the traffic regulations on the same basis as other laws of the commonwealth. Parking is prohibited on Causeway street on the side opposite North station, Market street and Traverse street have been made one-way with parking prohibited on both sides. Parking is prohibited on Tremont street, west side, from Stuart street to Warrenton street, and on Buckingham street at the Bay Bay station.

Alternate parking has been adopted on Massachusetts avenue from Columbus avenue to Beacon street; on St. George street, from Massachusetts avenue to Dalton street; Washington street, from Dover street to Broadway; Dover street, from Albany street to Tremont; Chestnut street, Beacon Hill and Revere street, from Irving street to Embankment road.

The new rules also provide for parking on Charles street, between Boylston street and Beacon street, with both right wheels to the curb instead of backed to curb as at present. Unlimited parking between 10 A. M. and 1 A. M. is to be continued there also.

Post 12/8/30

FEARS FOR CITY IN BIG EXPOSITION

G. G. A. Protests Hub Assuming Profits or Liabilities

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TRAVELER 12/8/30
Crowley Stays On

MAYOR CURLEY and Police Commissioner Hultman are agreed that it is for the best interests of the city that Superintendent of Police Michael H. Crowley be retained in office, notwithstanding the fact that he will be eligible for pension next month.

Persons who know Superintendent Crowley intimately must exercise restraint when giving their opinions of him lest they be accused of excessive use of superlatives favorable to the superintendent. The Boston Traveler, therefore, conservatively states that the mayor and the commissioner have done the city a very good service by asking Superintendent Crowley to continue on the job.

There are many other fine men in the department but every one of them will admit that Superintendent Crowley has established a standard of public service difficult to excel. No serious gang menace has grown up in Boston during recent years. Much of the credit for this happy condition goes to two steadfast and courageous men, Judge Fosdick and Superintendent Crowley. There are other brave and far-sighted judges. Nevertheless, in the gangland it is known that "Crowley gets them and Fosdick gives them plenty," so, as a rule, the gangster advises his confrere to steer clear of Boston.

HERALD 12/8/30
THE CHARLES ST. STATION

The traffic circle which is now under way at Cambridge and Charles streets and the new station on the Cambridge subway line which is planned for the Boston end of the Longfellow bridge are two highly desirable projects. The first should relieve what is undoubtedly the most congested intersection in downtown Boston. The second will provide better transportation facilities for a part of the city which has hitherto been neglected.

But, as Dr. Frederick A. Washburn of the Massachusetts General Hospital intimated at the hearing before the state department of public utilities, there will be no general improvement if access to the new station is limited to stairways rising from the island in the middle of the circle. The plight of passengers caught in the centre of the circle of traffic would indeed be pitiable. The present unfortunate situations in Harvard and Scollay squares, where subway patrons must cross the street to enter or leave the station, should not be duplicated with increased hazards at Cambridge and Charles streets.

The only alternative is to build small subways under the street, leading from the island to the main sidewalks. There should be at least two of them, one connecting with the walk on the east side of Charles street leading to the Massachusetts General and another with the Beacon Hill side of Cambridge or Charles street. If the station is to be built, it might as well be so made that persons can use it with safety.

Boston's Port Case

People's Editor:

I was amazed to read that Boston's port case before the interstate commerce commission was weakened by failure of witnesses to appear in support of the complaint. This condition, surprising to the ordinary person could be anticipated by anyone in this section familiar with transportation matters.

New England, Massachusetts and Boston have long suffered from transportation disadvantages and the reasons are, first, our business executives do not recognize the importance of efficient traffic management and, secondly, there is a "rotten" crop of traffic managers in this part of the country.

Most of the trade associations here are nothing but fraternal organizations, and their only efficient employees are the press agents that mislead the general public into the belief that they are progressive and worthwhile. The reasons why some of these organizations have "laid down" in the port fight are lack of ability and lack of courage. An efficient (?) traffic manager in New England is one who does his stuff, to use the vernacular, and does not fight too hard and too often against the practices that have made this port only a haven for rum runners, city ferries and fishing smacks, and a place where "atmosphere" or culture and no real business exists.

Perhaps before this case is over, the general public and a few progressive business men in this section will awaken to the fact that something more than resolutions and press agents are needed to develop the port of Boston. The Mayor should call a meeting of all the trade association traffic managers prior to the next hearing in the port case and ascertain whether they are for or against Boston's case.

Then, perhaps, the public will learn the whys and wherefores of the failure of some of our pseudo traffic experts to join the fight.

GEORGE F. MAHONEY,
Boston.

City Not Liable for Exposition

Commenting on the statement issued yesterday by Secretary S. S. Sheppard of the Good Government Association, who stated that he did not oppose the projected New England States Century of Progress Exposition next June at Columbus Park, South Boston, but contended that "the city of Boston should not be financially liable for the exposition," Corporation Counsel Samuel Silverman states that the city could not be considered liable in any way, inasmuch as a private corporation had been organized as "The New England States Century of Progress Exposition, Inc., to conduct the \$6,000,000 show.

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MAYOR CURLEY THANKS POLICEMEN FOR GIVING

A letter of appreciation from Mayor Curley for the contribution of \$2153 by Boston policemen to the Department of Public Welfare was read at rollcall in all stations last night. Mayor Curley wrote that the generous contribution should prove a real benefit to the people of Boston, and also "serve as an incentive to employees in other branches of the public service and in private employment to make like contributions."

SEEK EARLY TRANSFER OF GOVERNORS ISLAND

McCormack and Gaffney
Call on Chairman James

Mayor Curley to Furnish Information
on Airport Employment Plan

Special Dispatch to the Globe

WASHINGTON, Dec 5—Congressman John W. McCormack and Frank Gaffney, secretary to Congressman John J. Douglass (who is confined on account of illness), conferred with Congressman W. Frank James, chairman of the House Committee on Military Affairs, today, urging immediate consideration of the bill transferring Governor's Island to the City of Boston, for the purpose of extending the present airport.

Congressman James' attention was called to the fact that the proposed project is in the nature of an emergency measure, undertaken by the Mayor of Boston at this particular time with the primary intention of relieving, in part, the acute unemployment situation which exists in Boston.

Congressman McCormack and Mr. Gaffney were assured by Congressman James that while the committee would be hesitant about considering any bills referred to it before the Muscle Shoals bill is disposed of, in this particular case, upon submission of certain information, he would collaborate in every way possible to expedite passage of the bill.

Congressman McCormack has written to Mayor Curley for the desired information and immediately upon receipt of it the matter will be discussed further with Chairman James.

CURLEY ESTABLISHES FUND TO EVENTUALLY AID POOR

A fund which in time will permit the distribution of the income of \$1,250,000 to the needy poor of Boston each year, based upon a life insurance policy of \$102,000, has been established by Mayor Curley.

The policy, issued by the Metropolitan Life Insurance Company, is on the life of the Mayor, and upon his death the principal is to be placed in trust and the income therefrom will be paid to his children. Upon the death of his children the fund will continue in trust for 125 years.

At the end of the 125 years the principal will be \$26,112,000 and from that time on the income from the foundation amounting to \$1,250,000 annually, is to be distributed to the poor of Boston in addition to such sum as the city through its public welfare department distributes to the poor.

The Mayor suggests that similar action by nine other men would in time relieve the city of Boston of any expense in caring for its poor.

SHOW FOR BENEFIT OF UNEMPLOYED DEC 19

Under auspices of the Federation of State, city and town employes, with an imposing list of patrons headed by Gov. Allen, a benefit for the unemployed will be held at the Tremont Theatre Friday afternoon, Dec. 19.

The theatre has been loaned to the Federation though the courtesy of the Erlanger interests and the Theatre Guild of New York, while the services of every star then scheduled for appearance on Boston stages have been volunteered for the big show.

The honors as master of ceremonies will be divided between Frank Crumit, musical comedy and radio favorite and Mickie Alpert, Boston's own musical celebrity. The Coconut Grove Orchestra will be on hand.

Those serving on the advisory committee are in addition to Gov. Allen the following Mayors: James M. Curley of Boston, John M. Russell of Cambridge, Sinclair Weeks of Newton, John J. Murphy of Somerville, Dwight R. Winter of Springfield, Michael F. O'Hara of Worcester, Edward H. Larkin of Medford, Thomas H. Braden of Lowell, Joseph M. Carriere of Fitchburg, Patrick J. Duane of Waltham, Michael J. O'Neill of Everett; also Ex-Mayor Greise, Chicopee; Selectman Edward T. Ferber of Watertown, Ex-Mayor Edwin O. Childs of Newton and Speaker Leverett Saltonstall of the House.

TRAVELER 12/8/3

URGES CREDIT SLIP PLAN TO AID POOR

Curley Would Make Checks
Redeemable in Any Store

A campaign for the distribution of credit slips redeemable for merchandise in any Massachusetts store was suggested today by Mayor Curley as a proper activity for the women's division of the Governor's emergency committee on unemployment.

The women's division had announced a plan of stimulating buying by having those who could do so give away their old garments, which could be distributed to the needy, and replacing the old garments with new.

Mayor Curley, in a letter to James J. Phelan, chairman of the Governor's emergency committee, expressed the opinion that such a plan was not the proper one to meet the situation. He suggested, instead, that contributions of money be obtained, and this money, through the distribution of gift certificates, be converted into merchandise, thus depleting the stocks of all retail stores.

AMERICAN 12/8/30

HALF MILLION PROFIT SEEN BY MAYOR

Space Valued at \$200,000 Already Sold for Exposition, Mayor Tells Committee

Three hundred and fifty men will be given employment for several months and a profit of \$500,000 will be made by the New England States Century of Progress Exposition, which will be held in Columbus Park from June 15 to July 16, according to a statement made today by Mayor James M. Curley. The statement of the mayor was made at a meeting of the general committee in City Hall.

"It will cost \$1,200,000 to put on the exposition and \$1,500,000 will be obtained from admissions. In addition \$300,000 will be obtained from the sale of space to exhibitors. I expect there will be a profit of \$500,000.

"I will personally raise \$10,000 to help finance the exposition. The profits derived from the exposition will be given to the industrial and publicity bureau of the city and any similar organizations that the incorporators may recommend."

\$200,000 PLEDGED.

The mayor said \$200,000 worth of space has already been sold to Greater Boston exhibitors and that encouraging reports have been received with reference to displays by foreign countries.

The said the life of Col. John F. Berger, managing director of the exposition, has been insured for \$250,000, with the city of Boston named as beneficiary.

Henry I. Harriman, H. K. Noyes, John Fullum and E. T. Slattery Company today pledged \$4000 to help underwrite the exposition, making a total of \$92,000 pledged.

In addition the Mayor said indications are that the exposition will be as successful as similar ones held during the past 20 years and that it will attract between 2,000,000 and 4,000,000 persons. If successful, expositions may be held every year, every five years or every 10 years, in Boston, he added.

MILLIONS SPENT.

The Mayor said that 540 organizations were brought to Boston

this year and that those who attended them spent \$100,000,000. He said nearly as many will come here in 1931.

Corporation Counsel Samuel Silverman, another speaker, said that 98 per cent of the expositions of the character of that to be held here next summer have been financially successful.

ALL MAYORS INVITED TO AID MOVE

Four Bills to Be Offered in Congress to Boost Pensions After Tuesday Session

A move to compel the government to recognize its obligations and to allow pensioned veterans of the World War sufficient funds to care for their needs will be launched by Mayor Curley tomorrow.

At present, according to the Mayor, soldiers' relief departments of the cities and towns of Massachusetts are paying out approximately \$1,000,000 a year to veterans who cannot live on the small pensions allowed them by the government.

With a view to starting a drive to compel the government to take such action, the mayor today called a conference of all mayors of Massachusetts, chairmen of all boards of selectmen, commissioners of soldiers' relief in all sections of the Commonwealth, and representatives of all veteran organizations in City Hall at 12:30 tomorrow.

Four bills, which if adopted by Congress, would relieve the communities of this State of the financial burden now arising, will be presented at the conference tomorrow and if they meet with the approval of those in attendance at the conference plans will then be made to present them to Congress.

TRANSCRIPT 12/8/30

Judge Daniel T. O'Connell Heads Veteran Journalists

Judge Daniel T. O'Connell was re-elected president of the Boston Veteran Journalists' Benevolent Association at the annual meeting of the organization at the Parker House. Other officers are Courte-

TRAVELER 12/8/30

\$92,000 PLEDGED TO EXPOSITION

Curley Starts Move to Guarantee Underwriting of Big Hub Project

Mayor Curley inaugurated a movement today to guarantee the underwriting of the New England states century of progress exposition at Columbus Park, South Boston, next year.

Pledges of \$4000 were made at a meeting at City Hall, attended by nearly 100 Boston manufacturers and business men, thereby making the total of pledges \$92,000. Today's subscribers were Henry I. Harriman, H. K. Noyes, E. T. Slattery Company and John Fullum of the Boston Fish Market Corporation.

In outlining the scope of the exposition which will be directed by the commercial, industrial and publicity bureau and managed by a corporation of which Mayor Curley is president, City Auditor Rupert S. Carven, auditor, and City Treasurer Edmund L. Dolan, treasurer, the mayor made known that 50 per cent of the net profits will accrue to the bureau, but from that sum about 10 per cent will probably be used to restore Columbus Park to its present condition.

To date, the mayor said, \$60,000 has been expended. All the lumber necessary for the construction of buildings has been contracted for and the sale of exhibition space has been satisfactory. The promoters want money with which to finance the preliminary costs of the enterprise.

Corporation Counsel Samuel Silverman made it plain that non personal financial liability would fall upon any persons identified with the promotion or management of the exposition, which is expected to be a financial success. In the event that a deficit is met, subscribers will be returned.

Investigation of the previous connection of Col. John S. Berger, director of the exposition, has been made in Chicago and St. Louis, the mayor asserted, and it has been discovered that, with a single exception, the outdoor expositions which he has promoted have been productive of large profits.

nay Gund, vice president; William U. Swan, secretary; E. E. Shumway, treasurer; directors, A. J. Philpott, chairman, M. G. Clarke, George H. Ellis, T. J. Feeney, W. H. Holden, Charles C. Lee, Mrs. Harriet E. Lynch of New York, J. C. Morse, J. W. Reardon, George A. Rich and John L. Wright.

Mayor James M. Curley sent a check for \$100 through "Bert" Holden, a director of the association and editor-in-chief of the Newspaper Club. Harry E. Burroughs, founder of the Newsboys' Foundation, was a guest.

Associates of Conry Against Church Parking

Park St. Permit News to Long and Hurley, Who Call It Unfair Privilege

If the special parking privilege extended by Traffic Commissioner Joseph A. Conry to the officials of the Park Street Congregational Church is allowed to stand, there is no reason why anyone else who has legitimate business within the restricted parking area should be forbidden to do likewise, in the opinion of several of Mr. Conry's associates on the Boston Traffic Commission. They not only declared today that they had never heard of such a ruling by the board, but condemned it, without mincing words, as unfair, improper, and a step which would minimize the effect of all of the new traffic rules.

Street Commissioner Thomas Hurley was especially outspoken. "It's the bunk," he said. "I never voted for it and I would not vote for such a thing under any circumstances. If these people are to be given a special privilege—and that's all it amounts to—there is nothing to stop anybody else in the city from parking his car anywhere he wants to. It would break down the whole traffic system."

Mr. Hurley said he could not remember whether he was in attendance at the meeting on Oct. 2, when Commissioner Conry says the order was approved by the commission, but a check at the office of the commission disclosed that the only ones present on that day were Commissioner Conry, Police Commissioner Eugene C. Hultman and Public Works Commissioner Joseph A. Rourke. Commissioner Rourke is out of town today and could not be reached. Commissioner Hultman would not discuss the affair other than to say that it was the function of the police department to enforce the rules, not to make them.

Long Against It

Park Commissioner William P. Long, another member of the traffic commission who was not at the meeting, voiced opposition similar to that expressed by Mr. Hurley and said also that, he would not only have vote against allowing such a thing but would have strongly advised Mr. Conry against it.

According to the law under which the Traffic Commission was created it is possible for the traffic commissioner to entirely disregard the advice and wishes of his associates, just as the chairman of the State Commission on Civil Service and the Boston Finance Commission are the mainsprings of their respective organizations and generally speak for them.

Commissioner Conry's office this morning made public the record of the case, which indicates that following some correspondence in the matter Mr. Conry

wrote to George C. Tupper, dean of the board of deacons at the Park Street Church, and George M. Watson, chairman of its prudential committee, under date of Oct. 25, as follows:

"Further referring to your letter of Sept. 26 and my reply dated Sept. 30, I am pleased to inform you that the traffic commission voted to permit the officials of the Park Street Church (as well as other churches) to affix an emblem, prepared by the church, to cars that would be required to wait while the occupants were participating in the religious exercises within the church, such as you refer to in your letter. It is to be hoped that no member of your church, attending services, will be disturbed because of any rules of this commission."

In the official statement from Mr. Conry's office it was said: "At a meeting held Thursday, Oct. 2, 1930, it was voted: 'That the chairman be authorized to prepare a rule covering the situation described by the officials of the Park Street Church to the effect that an emblem to be provided by the church, would be affixed to the cars parked beside the church and waiting for those participating in the religious ceremonies.'" To this the letter quoted above was appended.

Protested About Catholic Churches

Referring to that part of the letter giving similar privileges to those attending services at other churches, Street Commissioner Hurley said, "It was only recently that I was protesting against the number of automobiles that are left parked in the streets outside various Catholic churches. They block the highways and have no right there, any more than cars left at other locations in violation of the rules. This opens the way for all of them to do it."

Despite Commissioner Hultman's refusal to comment, it was said by those in touch with the situation that anything that would tend to break down the force of the ban on parking would make it extremely difficult for the police under his supervision to cope with the traffic situation. It was pointed out that, although the traffic commissioner can ignore the advice of the other members of the board, including the police commissioner, in the making of regulations, it is upon the police commissioner that the duty of enforcement falls, as well as the principal blame, if the rules prove beyond the power of the police to enforce.

The signs placed in the windshields of various cars left outside the Park Street Church last night by persons attending services read, "Park Street Church, Attendant." In Commissioner Conry's letter concerning the privilege, the word "Officials" was used. Mr. Conry could not be reached up to early afternoon to explain whether it was meant to allow parking by all those attending, or by only a few, such as the minister, deacons, choir members and others essential to conducting the service.

Up to publication in this morning's newspapers of the story, however, none of the police, not even Superintendent Michael H. Crowley, was aware that the church people had been permitted to do anything that was forbidden to other citizens.

Would Save Bay State \$1,000,000

Curley Calls Conference of Mayors, Selectmen and Others on Soldiers' Relief

Claiming that fully one-half of the cash disbursements for soldiers' relief should rightfully be assumed by the Federal Government as a part of the regular pension system, Mayor Curley has called a conference tomorrow afternoon and has invited the mayors of all Massachusetts cities, the chairmen of all boards of selectmen within the Commonwealth, the soldiers' relief commissioners and all commanders of military organizations within the Bay State. The conference, which will be held in a committee room at City Hall, is for the purpose of lining up the State in a united front before Mayor Curley visits Washington next week, when three bills he has had drafted will be presented to Congress.

He states that investigations over a period of several months by Assistant Corporation Counsel Hale Power show that one-half the total payments, or about \$1,000,000, are really obligations of the Federal Government. His bills are aimed to relieve the cities and towns of Massachusetts of this financial burden.

GOVERNOR TO AID CURLEY

In Favor of \$3,000,000 for Harbor Improvement

Gov. Allen today assured Mayor Curley of his support in the city's effort to get a \$3,000,000 Federal appropriation for the improvements of Boston Harbor and the Cape Cod Canal. The assurance was given at a 20-minute visit of Mayor Curley this afternoon.

Following the interview Mayor Curley said it had to do with the desire of the city and the Boston Board of Port Authority to obtain a \$3,000,000 appropriation for the desired harbor and canal improvements. The Mayor added he informed the Governor that Traffic Commissioner Joseph A. Conry and Frank A. Davies of the Board of Port Authority are going to Washington to confer with the Massachusetts Congressional delegation on the subject.

"The Governor," Mayor Curley declared, "was very friendly and favorable to the project and assured me of his support. He said we might use his name as in favor of the appropriation."

Mayor Curley also stated that he introduced a friend to the Governor in connection with a pardon case. He did not make known the nature of the case and declared the matter was not discussed at length.

The Mayor reiterated that his visit was prompted by the move to obtain an appropriation.

CURLEY TO ASK \$28,050,000 FOR BUILDING HERE

PUTS 8 MAJOR PROJECTS UP TO LEGISLATURE

Subway to Brookline Vil-
lage to Cost About
\$14,000,000

ELEVATED HIGHWAY IS ESSENTIAL NEED

\$1,300,000 Bridge to Re-
place Chelsea Structure—
Other Proposals

Mayor Curley announced yesterday eight major projects of the 1931 municipal construction program for which the Legislature will be asked to authorize bond issues aggregating \$28,050,000.

A proposal to extend the rapid transit system to Brookline village by the construction of a subway under Huntington avenue from Copley square is the outstanding improvement to which the mayor is willing to commit the city and is a project which, it is estimated will necessitate an expenditure of \$14,000,000.

The submission of this matter to the Legislature was indicated months ago when the public trustees of the Elevated declared that the most necessary rapid transit extension, other than the continuance of the Boylston street subway beyond Governor square, was the building of a subway which would remove trolley cars from Copley square and Huntington avenue.

THOROUGHFARE PLAN

Another immense improvement which the mayor will ask the Legislature to approve is the construction of the first

link in the elevated highway, recommended by the planning board as an essential municipal need to make possible the permanent reduction of traffic congestion in the downtown district of the city. The thoroughfare plan, which the planning board believes should be adopted, provides for an elevated highway connecting Nashua and Causeway streets with Kneeland street, and if legislative sanction is obtained, Mayor Curley is disposed to expend \$5,000,000 annually to meet the cost of construction of sections of an overhead thoroughfare which will eventually cost about \$25,000,000. The project has the backing of the Retail Trade Board of Boston.

Another new project, revealed for the first time in the legislative program, is a \$1,300,000 bridge to replace the Chelsea north bridge, a source of much trouble in recent years.

Other projects are:
A school construction program of \$3,500,000.

Reclaiming Bird Island flats off the airport at East Boston and the enlarging of the anchorage basin at an estimated cost of \$1,250,000, assuring an important development of the airport.

Construction of a \$1,000,000 strandway from World War Memorial park, East Boston, to Saratoga street, a project which the Legislature refused to approve this year.

The widening of Dorchester avenue from Fort Point channel bridge to Old Colony avenue, at a cost of \$1,000,000. This project failed to win legislative sanction this year.

An expenditure of \$1,000,000 for the widening of Centre street, West Roxbury. This is to eliminate the mandatory specification in the enactment of this year which made a 100-foot thoroughfare necessary. Agreement that an 80-foot roadway will meet the demands of traffic led to the postponement of work on the widening until the necessary legislative permission to reduce the width of the street is obtained.

Benevolent Association Elects Officers for Year

Judge Daniel T. O'Connell was re-elected president of the Boston Veteran Journalists' Benevolent Association at the Parker House last evening. Courtenay Guild was elected vice-president; William U. Swan secretary, E. W. Shumway, treasurer and a board of directors consisting of A. J. Philpott, chairman, M. G. Clarke, George H. Ellis, T. J. Feeney, W. H. Holden, Charles C. Lee, Mrs. Harriet E. Lynch of New York city, J. C. Morse, J. W. Reardon, George A. Rich and John L. Wright.

Among those who attended Weston F. Hutchins, who was a drummer boy in the war of the rebellion and now at the age of 84 is an active newspaper man and has been 63 years in harness, and Lawrence J. Thyne of the Worcester Telegram, 73 years of age, who has been with the Telegram 23 years and before that 22 years in Boston newspaper work; former Mayor Malcolm E. Nichols, an active member of the organization; William A. Davis of New York city, active almost a half century ago in newspaper work in this city and a well known figure in athletics, on the track and in lacrosse; Charles F. Gettemy and W. F. Donovan, clerk of the municipal civil court, and Dr. George W. Goode, prominent osteopath.

Harry E. Burroughs founder of the Newsboys Foundation was a guest.

Mayor Curley sent a check of \$100 through "Bert" Holden, director of the association and editor-in-chief of the Newspaper Club, which was accompanied by the following letter:

Gentlemen—As I get the story, one of the objects for which your association was formed was for the relief of veteran journalists. I have great sympathy for this particular object, as many times in my political career relief from journalists, veteran or otherwise, would have been of material assistance. I might say that the disappearance of the Boston Journal, which was represented by that distinguished veteran, W. H. Holden, was perhaps one of the most welcome measures of relief that I ever experienced.

To express in concrete form my interest in your association and its objects, I am forwarding a check through the same Holden. I may say that I greatly appreciate the consideration which has been shown me by the newspaper men, and if I refrain from mentioning by name my friends among the veteran journalists, it is not because I have forgotten them or am unmindful of their many courtesies to me, but because I recognize that a gathering of newspaper men is more bored than pleased by an extended speech or a lengthy communication.

Sincerely,
JAMES M. CURLEY

ant

TRAVELER

12/8/30

the tower, the 20-foot long blue flags being set so that the emerald of the carefully seeded grass in season will appear in age-old effect between each of the steps.

The rock garden will be of extraordinary interest to all students of botany. It came as the result of studies of the chairman, was developed from plans of the park department landscape artist, Arthur A. Shurtleff, and is financed by an appropriation from the Parkman fund sponsored by Mayor Curley. The work of building this garden and the further work of its completion has been and will be a contribution toward improvement in the jobless situation.

NEW DAHLIA GARDEN

Close by a new dahlia garden, also to be immediately developed, will be ready for exhibition next spring. The building of this garden will provide more work for those needing it. Here will be innumerable varieties of this handsome species of flower and the garden will be maintained hereafter year after year. The completion of these two will render this section of the park, known as "The Greeting," most typical of its name. In this area also is the herbaceous garden with its innumerable varieties of plants. The entire horticultural section here comprises about six acres and is situated off Seaver street near the head of Elm Hill avenue. Its cost of upkeep and maintenance when finished will be approximately \$150 weekly.

The rock garden is laid out with the famous Roxbury pudding stone which has been taken from the old partly constructed rock garden just outside the bird house at its southerly side.

The newly planned rose garden in the Fenway will come next spring as the result of the suggestion of the mayor himself. After one of his visits with Commissioner Long last summer to the Franklin Park extravaganza of rose blooms within the extraordinary rose garden there, he remarked to Mr. Long:

"A wonderful display, Commissioner. Why not have another garden somewhat like that down in the Fenway, where people who cannot afford the time to come out to Franklin Park may enjoy it?"

As the result, Shurtleff for the past three weeks has been at work on plans for an immediate start on this new Boston garden of roses. This will comprise blossoms of all varieties set with wire trellises close to the lagoon at the rear of the Museum of Fine Arts, but without inclosing fences, so that easy and free access may be had to the plot at all times by the public.

Of interest to small folks particularly and to all Boston and its visitors who love a show of animals are the plans now being worked out for additions to the great animal menagerie.

The planned new antelope building, with runs extending from each of the eight different sides, will be built at the top of the elevation of the present animal range for different deer and other ruminant specie.

All the developments as outlined are to become actualities in the immediate future according to Commissioner Long. Another project which will further provide work to relieve unemployment, if undertaken soon enough, is a proposed entrance structure of some suitable sort to be built at the Forest Hills entrance to Franklin Park. It may be of columnar edifices similar to the twin arches on the Blue Hill avenue side; it may be an even more heroic development, utilizing perhaps the mammoth and remarkably striking Daniel O. French marble statue groups removed to the park from the old Boston post-office. Its beauty and majesty, Commissioner Long feels, should be at least adequate to the magnificence and attractiveness of his far-famed park system.

Gift to Somerville



Traffic tower shown in the photograph, gift of Louis E. Kirstein, vice-president of William Filene's Sons Company, did yeoman service at the intersections of Summer, Winter and Washington streets, Boston, until the new system went into effect. It now stands as a guiding beacon at Washington street and the Northern artery in Somerville. Mayor Curley is shown presenting it today on behalf of the city of Boston and Mr. Kirstein, to Mayor John J. Murphy of Somerville. Traffic Commissioner Conry is on the left of Mayor Curley.

RECORD

11/8/30

Goo Goos in New Rap at Exposition

The Good Government Association, through Sec. S. S. Sheppard, sent out another statement yesterday warning that the city of Boston should not assume financial responsibility for the Cervary of Progress Exposition to be held next June at Columbus Park.

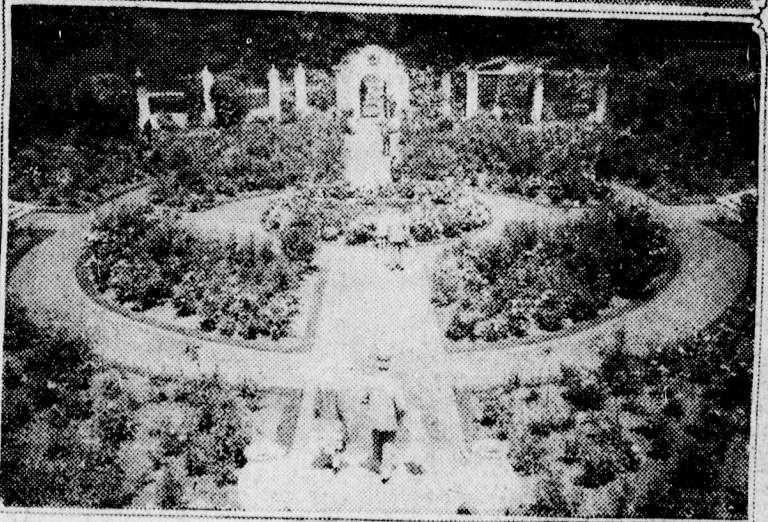
"Recently articles of incorporation for a private corporation to carry on the exposition have been filed," the statement says. "This

is a belated step in the right direction. When that corporation has been formed, the city of Boston should not be financially liable for the exposition.

"We have not opposed the exposition. It should be a private enterprise. The city should not be financially responsible for its success or failure. It should succeed or fail on its own merits without further subsidy from the city."

TRAVELER 12/8/30

New Rock Garden at Franklin Park to Be One of the Finest in World



Many Improvements to Furnish Work to Unemployed

By CHARLES A. PARKER

More prosperity for Boston!

This time Boston's park system, said by experts to be one of the finest in the world, if not the very best, contributes.

For besides the new rock garden now about completed and next spring to beautify Franklin Park landscape with 3000 varieties of rock climbing plants and blooms, a sizable list of brand new projects to be carried out early within the next 12 months were outlined today by Chairman William P. Long of the Boston park commission.

BEAUTIFUL ADDITIONS

These include a new and handsomely arranged dahlia garden close to the rock and rose gardens in the park; another rose garden to be built in the Fenway beside the lagoon in the rear of the Museum of Fine Arts for the delectation of the thousands who frequent that verdant section of the city, and additions to the Boston zoo as follows:

A very substantial addition to the present lion's house, a new structure for the housing and exhibition of reptiles, there being none for this purpose at present in the Boston zoo; a handsome octagonal antelope house in the deer range; a new and modern bandstand to take the place of the present ancient structure; a new monkey house

Left to right Top. New rock garden at Franklin Park being made ready for its first planting next spring. Below: Park Commission Chairman William P. Long; rose garden adjacent to the new rock garden.

to be built at a cost of \$110,000 and to provide housing the year round for the simian population of the zoo and for a number of other smaller tropical animals now housed with the monkeys winters in the large round stone structure on Blue Hill avenue outside the two massive arches which give access to the zoo section of the park at this place.

The present circular building will then be remodelled for a storage building and for use as a hospital for all animals needing medical attention in the menagerie.

A trip to the famous old Parkman house at 33 Beacon street, handsome with magnificent balustraded staircases, beautifully panelled doors and other woodwork, wide old fireplaces and spacious rooms, offices of the park commission and of the chairman, and you learn from him something further of the unusual list of enterprises now on the carpet as promising not only a further beautifying of Boston but also a considerable amount of work to aid in filling the present yawning unemployment gap.

ROCK GARDEN UNIQUE

The rock garden, a species of land-

scaping that the average Bostonian knows very little about but which when completed, with its profusion of plants and vines, promises to eclipse anything of the kind in the world, is the feature which recently has largely centred the interest of the commissioner.

This new development, adjacent to the famous and remarkable rose garden, a step from the climbing rose plot outside the rose garden itself, and not far from the bird house and the other present-day buildings of the zoo, is being hurried to completion as fast as the weather permits, it being the plan to have it ready by springtime with all its variety of adorning foliage set out then and in full show.

The garden, about half an acre in area, environs and includes an elevation surmounted by a Norman effect stone tower, with brook flowing down the hill from underneath the tower. Over the cascading stream to be here when the water is turned on is a stone bridge, below which the brook continues to a 600-square foot lagoon in which water plants are to be developed.

A trio of ascending steps on three different sides mount to the foot of

LOANS TO CITY WORKERS REPAYED

Employees Credit Union
Pays 6 Per Cent. Annual
Dividend

LOSSES ONLY \$7161
IN LAST 15 YEARS

City employees who borrow money when they are in need of financial aid from the City of Boston Employees' Credit Union, meet their obligations with such regularity that in its 15 years of existence, the union has sustained losses only of \$7161, and this figure is about twice the actual net loss to date.

Since 1915 when Mayor Curley initiated the establishment of the credit union, to keep city employees away from loan sharks, a total of \$1,802,670 has been loaned in amounts not in excess of \$250, and the benefits which shareholders and borrowers have derived, testify to the remarkable success of the union. A 6 per cent. annual dividend has been paid regularly. Last year the surplus was so large that a 20 per cent. dividend, amounting to \$1 per share was declared.

EXPENSES LIGHT

The operating expenses of the union are so small that they are almost negligible in the conduct of the business. Representatives of municipal departments devote their time without compensation to the management of the union, and their executive capacity is demonstrated by the report of the business during a period of 15 years.

Because of the decision of Police Commissioner Hultman which permits members of the police department to become borrowers at the credit union, the number of loans has increased in recent months and with a more rapid turnover of funds, the profits are becoming correspondingly greater.

There are now 10,461 shares of a value of \$5 held by 2640 city employees. Their membership in the union automatically ceases when their regular employment in the city department is terminated.

Last year 1542 borrowed a total of \$279,436 and the balance sheet shows that on Oct. 31, losses of \$953 had been written off. The collection of the money, officially carried as a loss, will undoubtedly be reported in the 1931 annual report.

BORROW UP TO \$250

Any city employee can borrow up to \$250 after he becomes the owner of five shares but before the loan is made, the applicant must not only satisfy the credit committee that he needs money, but he must make an assignment of salary and wages to the union. The loans are paid in weekly instalments.

Gov. Allen May Have to Fill Place Of Sleeper on Schoolhouse Board

Unless Schoolhouse Commissioners Dr. Francis D. Donoghue and Richard J. Lane agree before Jan. 1 to continue Stephen W. Sleeper a member of the commission for the next three years, Gov. Allen will be confronted with the necessity of making an appointment.

Sleeper's term expired Dec. 1 and the failure of Dr. Donoghue to agree with Commissioner Lane that their colleague of the past year should continue to serve is interpreted as indicative of the determination of Dr. Donoghue to prevent, as far as is within his power, the continuance of Sleeper.

Under the law which created the commission of school buildings, the two commissioners are empowered to fill any vacancy within 30 days after it has occurred. Though Lane, who is chair-

man, is anxious to vote for the continuance of Commissioner Sleeper, no intimation has been made by Dr. Donoghue that he is of similar mind and his silence has been construed as tantamount to disagreement with Lane.

During the impasse, which threatens to continue for the remainder of the month, Sleeper is continuing to fulfil the duties of commissioner, under the law which provides that he will serve until his successor is selected.

WILL ADVOCATE GREATER HARBOR

Boston Delegation Off to
Washington Tonight

In the interest of a greater harbor and improved adjacent waters, Frank S. Davis and Gerrit Fort of the Boston Chamber of Commerce, Traffic Commissioner Joseph A. Conry and Thomas A. Mullen of the Boston Commercial and Industrial Bureau will leave Boston for Washington tonight on the Federal Express.

The Boston delegation will meet the members of the Congressional Rivers and Harbors Committee and advocate an expenditure of \$3,000,000 for the improvement of Boston Harbor and adjacent waters, including Cape Cod Canal, and the clearing up of the middle ground in the harbor. The local delegation will also confer with the New England Congressional representatives relative to interesting them in enlisting the aid of the army and navy in the commercial and industrial exposition here next Summer.

Mayor Curley said that he has authorized Ex-Congressman Conry to give a dinner at the Willard Hotel, Washington, Thursday night to the entire Massachusetts Congressional delegation in Washington, to enlist support in the two major projects of their visit.

TO DISCUSS FEDERAL LIABILITY, SOLDIERS' AID

About one-half of the total paid out for soldiers' relief is the burden of the Federal Government, in the opinion of Mayor Curley, and because of this belief he has called a special meeting of the Mayors, chairman of the Selectmen and Soldiers' Relief Commissioners of the cities and towns of the State and military organizations to discuss the matter. The meeting will be held in room 49 of the City Hall at 12:30 p. m. tomorrow.

Mayor Curley said he arranged the meeting for tomorrow after receiving reports from Hale Power, a special assistant corporation counsel, who has been doing some investigating for the Mayor into soldiers' relief. Mayor Curley said that the meeting will consider drafting three bills which would relieve the cities and towns of payments of millions of dollars now and which, in his opinion, would

BOSTON HARBOR PLAN PROPOSED

\$3,000,000 to Be Asked to
Improve Port, Enlarge
Cape Canal

To advocate a \$3,000,000 development of Boston harbor and to urge the widening of the Cape Cod canal a Boston delegation at the direction of Mayor Curley will attend the river and harbor congress in Washington which starts tomorrow.

The delegation is made up of Frank S. Davis of the port authority, Gerrit Fort of the chamber of commerce, Traffic Commissioner Joseph A. Conry and Thomas A. Mullen, director of the commercial, industrial and publicity bureau of the city. Mayor Curley had been invited to speak at the congress but is unable to attend.

One of the principal plans to be proposed is the removal of a ledge in the "middle ground" of Boston harbor and the merging of all into a Broad sound channel.

On Thursday night Conry and Davis will tender a dinner to the entire New England delegation in Congress for the double purpose of gaining its support for the harbor and canal projects and to enlist support of the army, navy and department of state in the industrial exposition to be held at Columbus park, South Boston, next summer.

Post 12/8/30

Mayor Curley Sends His Annual Check to Boston Post Santa--- Appeals Growing

Snow flakes are always white. But imagine a snow storm made up of all colors as if some titan had chopped the rainbows into chips and poured them out of the sky.

If you can visualize such a sight, startling and odd as it might be, then you can get an idea of the effect that is made at the Boston Post Santa Claus Workshop at 100 Federal street daily, when the Post Santa mailman lifts the huge sack containing the first morning mail up on the mail department table and lets the letters flow out of it.

THOUSANDS OF LETTERS

There are thousands of them, thousands upon more thousands of letters, locked up within as many colored envelopes as there are hues in a prism. Blues, browns, pinks, greens, orange, red, orchid, lavender, are jumbled in together.

They come in all sizes. There are teeny-weeny envelopes which seemed to be just the size of the Post Santa children. There are some a little larger. There are store envelopes, school envelopes, old envelopes, and home-made envelopes. But there was one yesterday that caught the eye of Post Santa Claus in particular.

It was a very large envelope. It was an extra long envelope. It was crisp and white, new and businesslike. In the upper left hand corner was a large facsimile of the seal of the city of Boston.

Mayor's Contribution

The Boston Post Santa recognized it at once. It wasn't an appeal. It was a donation. It was the annual letter of an old, old friend of the Boston Post Santa children, a man, who, along in years is still boyish at heart. He has raised a splendid family of his own and still has a youngster young enough to believe in Santa Claus. The letter he sent read as follows:

Dear Post Santa:

The Boston Post Santa Claus, in the annual distribution of toys to the child, has become recognized as a distinctively Boston institution.

There is no method by which it is possible to measure the happiness that comes into the lives of the children through this great philanthropic agency.

It is a source of extreme pleasure to forward a check in the sum of \$100 as my personal contribution to the maintenance of this splendid work.

Sincerely,

JAMES M. CURLEY, Mayor.

Has Set Fine Example

Mayor Curley understands. Many times he has heard the shout of glad-

ness ring through his home on Christmas mornings in other years as his children ran to the fireplace to peek into their stockings and see what Santa Claus had left them during the night.

Mayor Curley, as chief executive of the chief city of New England, also understands this year how difficult it is going to be for the real Santa Claus to reach those little houses upon which the heavy hand of the depression has rested. So for the sake of children such as these, he has set an example to his fellow-citizens and given to an enterprise that will bring Santa Claus to them after all.

FIGHT PLAN TO REMOVE ESCALATOR

Mayor, Councillors Civic Bodies Against L Proposal

The proposal of the Boston Elevated to remove the escalator from its Forest Hills terminal will meet the united opposition of those districts the road serves at that end of the rapid transit line, it was learned yesterday, when Mayor Curley and the City Councillors from the wards in that part of the city announced their intention to fight the move.

GENERAL PROTEST PLANNED

Not only that, but the city councillors let it be known that the various civic organizations in their districts are being lined up solidly in opposition to the Elevated on the matter, and when the hearing opens on Dec. 16, before the public utilities board, a veritable army of citizens, representing a score and more of organizations in Jamaica Plain, Forest Hills, West Roxbury, Roslindale, Hyde Park, Germantown and Readville, will voice vigorous objections.

The in-bound platform of the Forest Hills terminal of the Elevated, now served by escalator, is nearly 30 feet from the street level, and nearly 50 steps will have to be climbed if the escalator is removed.

If the escalator is removed, the thousands using the in-bound trains at Forest Hills, including the women and children, and the elderly men and women, would have to toil up some 50 steps, making an arduous climb even for persons in good physical condition.

Mayor to Voice Protest

Mayor Curley last night said:

"It looks as though the Boston Elevated is going too far afield in its efforts to promote economy. It should not be allowed to abandon this escalator. The Elevated structure is too high at that point. I shall voice the protest of the people of Boston against removal of the escalator, at the public hearing."

City Councillor Joseph P. Cox of Ward 20, including West Roxbury and Roslindale, was vigorous in his denunciation of efforts to remove the escalator.

Would Boycott Elevated

"It would be some hike upstairs, in place of the escalator," he said. "I certainly shall oppose any move to take the escalator away. The civic organizations are already considering their plan to combat the effort to remove it. I hope to hear from the West Roxbury and Roslindale Citizens Association, and the Germantown Civic Association and the Germantown Citizens' Association."

"I understand the Hyde Park and Readville civic units will get in touch with Councillor Norton on it. There will be a united front in opposition to the Elevated's attempt to remove the escalator."

City Councillor Edward L. Englert of Ward 11, including part of Jamaica Plain and of Forest Hills, said:

"If the people of my district have to walk up, because the Elevated stops that escalator, I'll have a mass-meeting at which I shall urge them not to use the Elevated."

"Hundreds are now parking their automobiles at Forest Hills and riding to town on the Elevated trains. If they have to walk up the stairs to do it, they will simply use their automobiles all the way into the city, and pass up riding on the Elevated."

"Removal of the escalator would be a severe hardship on elderly men and elderly women. I shall certainly oppose the Elevated petition at the hearing. And I shall expect the Forest Hills Improvement Association, the Forest Hills Athletic Association, the Forest Hills Club to join in the protest."

City Councillor Peter A. Murray, Ward 19, including Jamaica Plain and part of Forest Hills, said that he would fight the Elevated's move to stop the escalator.

"It would be a shame," he said. "There are a lot of elderly people and school children, who use the Elevated there, and to make them climb exhausting stairs—nearly 50 steps, to a height of nearly 30 feet—would be more than a hardship."

"If the Elevated wants to remove the escalator, let it remove the entire Forest Hills station, and run their trains by some arrangement with the New Haven railroad, over to the railroad's Forest Hills station. That would be a better place for the Elevated terminal, anyhow. There's already too much congestion in Forest Hills square. I expect to suggest that at the hearing."

City Councillor Clement A. Norton, Ward 18, which includes Hyde Park, Readville and part of Mattapan, also was quoted in opposition to the Elevated's petition to remove the escalator. He was said to be expecting to hear from the Hyde Park and Readville civic organizations, in efforts to block the Elevated petition.

7 GLOBE 12/7/30

BOSTON PRESENTS SOMERVILLE A BRONZE TRAFFIC BOOTH



KIRSTEIN TOWER PRESENTED SOMERVILLE

Left to Right—Capt Ernest Howard, Secretary McHenry, Traffic Commissioner Joseph A. Conry, Mayor Curley, Mayor Murphy, John F. Knight.

The bronze traffic booth recently given to the city of Somerville by Boston was placed in its new position yesterday at the intersection of Washington st and Northern Artery at noon. The booth was originally presented to the city of Boston by Louis E. Kirstein, vice president of William Ellene's Sons Company. Constructed at a cost of \$18,000, its base weighs nearly three tons.

Presentation to the city was made by Mayor Curley of Boston and the booth was accepted by Mayor John J. Mur-

phy. Among those present were Traffic Commissioner Joseph A. Conry of Boston and several Somerville department heads. The booth was renovated and placed in position under the direction of John F. Knight, Somerville's Commissioner of Electric Lines and Lights.

The traffic controls have been transferred, and as soon as possible a new type of control to care for pedestrian traffic will be installed in the booth, which, when in use in Boston, was at Washington and Winter sts. Music was furnished by the Somerville High School Band.

MAYOR WARNS OF FOLK SOLICITING IN HIS NAME

It was announced at Mayor Curley's office last evening that no one has been authorized by the Mayor to solicit funds for the unemployed of the city.

The statement was issued after it had been called to the attention of the Mayor through the Overseers of Public Welfare that a man and woman had been going from house to house in the Brighton district, asking donations for a general relief fund sponsored by the city of Boston.

\$28,050,000 ON CURLEY PROGRAM

Mayor for Huntington-Av
Subway as First Project

Double-Deck Highway From North
Station—To Have Bills Drafted

Public projects and major improvements calling for an expenditure of \$28,050,000, are included in Mayor Curley's legislative program for 1931, according to announcement of the Mayor last evening.

Announcement of eight of the outstanding articles in the Mayor's program was made after a long conference of the Mayor with Budget Commissioner Charles J. Fox, City Auditor Rupert Carven and Corporation Counsel Samuel Silverman. At the conclusion Mayor Curley instructed Corporation Counsel Silverman to prepare the necessary legislation to provide for financing and carrying out the prospective municipal improvements.

Mayor Curley said that if the necessary legislation is enacted in the early part of next year's session of the Legislature it will permit construction of the large projects and consequent relief to unemployment.

Central Artery Link

The first item on the program is construction of a Huntington-av subway from the vicinity of Copley sq to Brookline Village, to cost approximately \$14,000,000.

Next in importance, in the opinion of the Mayor, is construction of the first link in the so-called central highway or artery as recommended by the City Planning Board. The link referred to is a double-deck highway from the North Station to Cross st in the neighborhood of Haymarket sq. Such an artery, in the opinion of the Planning Board, would relieve the great congestion that is certain to follow the opening of the projected East Boston Vehicular Tunnel.

The first steps toward preparation for the traffic tunnel were taken last week in East Boston when workmen began demolishing buildings to make room for the approaches.

Mayor Curley will outline to the Legislature a public school construction program to cost \$3,500,000.

A New Chelsea Bridge

Another item is construction of a new \$1,300,000 bridge, known as the Chelsea Bridge, across the North Channel.

One of the projects in which Mayor Curley is greatly interested is reclaiming the Bird Island flats off East Boston and enlarging the present anchorage basin in connection with improvements planned at the airport. This project will cost in the vicinity of \$1,250,000.

Still another huge project is the construction of a strandway, so-called, in East Boston at the cost of perhaps \$1,000,000. This waterfront improvement would start at Baywater st, East Boston, and circle around World War Memorial Park.

GLOBE 12/7/30

JOURNALISTS HOLD ANNUAL MEETING

41 Veterans Answer Roll

Call in Parker House

Mayor Curley Sends \$100 to
Organization

The 23d gathering of old newspaper writers at the annual meeting of the Boston Veteran Journalists' Benevolent Association, Inc., at the Parker House last night was the largest since the organization was formed by the late Linn Boyd Porter, 22 years ago. Forty-one answered the rollcall, with Judge Daniel T. O'Connell presiding. Harry E. Burroughs was the special guest.

Among those present who have seen more than half a century of service were Weston F. Hutchins, a drummer boy in the Civil War, and a news gatherer ever since, including the Franco-Prussian War; Lawrence J. Thynne of Marlboro, who began on the old Lowell Mail in 1875, and George H. Ellis, for many years editor of the Christian Register.

Nearly 500 men and women who served on Boston publications previous to 1910 are on the rolls of the organization.

Benefits to three veterans were extended during the year, according to Treas Everett W. Shumway. This somewhat decreased the benevolent fund, although a number of contributions have been received.

Officers elected were: President.

Judge Daniel T. O'Connell, vice president, Courtenay Guild; secretary, William U. Swan; treasurer, Everett W. Shumway; chairman of the board of directors, Anthony J. Philpott, and directors Thomas F. Anderson, Marshall G. Clarke, George H. Ellis, Thomas J. Feeney, William H. Holden, Richard T. Howard, Weston F. Hutchins, Charles C. Lee, Mrs Harriet E. Lynch, Jacob C. Morse, James W. Reardon, George A. Rich and John L. Wright.

Those present were:

Thomas F. Anderson, B. P. Brookbank, John D. Cadigan, Marshall G. Clarke, J. D. Coady, Frank H. Cushman, William A. Davis, Charles A. Day, Dudley S. Dean, George H. Ellis, Charles F. Gettemy, Courtenay Guild, William Carroll Hill, William L. Hill, William H. Holden, Miss Marian T. Hoerner, Richard T. Howard, Weston F. Hutchins, Charles M. Inman, John B. Killean, Charles C. Lee, Frank W. Lovering, William H. McShane, Jacob C. Morse, Nelson G. Morton, Judge Daniel T. O'Connell, James E. O'Connell, Jefferson H. Parker, John D. Parsons, John L. Pender, James W. Reardon, John Ritchie, J. W. Robinson, John Wesley Sherman, Everett W. Shumway, John T. Slaymaker, William U. Swan, Lawrence J. Thynne, John T. Wall, Charles G. Wood and John L. Wright.

Mayor Curley sent his check for \$100, which was submitted by W. H. Holden, a director of the association and editor-in-chief of the Newspaper Club, and was accompanied by this communication:

"Gentlemen—As I get the story, one of the objects for which your association was formed was for the relief of veteran journalists. I have great sympathy for this particular object, as many times in my political career relief from journalists, veteran or otherwise, would have been of material assistance. I might say that the disappearance of the Boston Journal, represented by that distinguished veteran, W. H. Holden, was one of the most welcome measures of relief that I ever experienced.

"To express in concrete form my interest in your association and its objects, I am forwarding a check through this same Holden. I may say that I greatly appreciate the consideration which has been shown me by the newspaper men, and, if I refrain from mentioning by name my

friends among the newspaper men, it is not because I have forgotten them or am unmindful of their many courtesies to me, but because I recognize that a gathering of newspaper men is more bored than pleased by an extended speech or a lengthy commutation. Sincerely,

James M. Curley, Mayor."

Post 12/7/30

KIRSTEIN GIFT IN NEW PLACE

Bronze Tower Stands in
Northern Artery

The Louis Kirstein bronze traffic tower, a gift to the city of Boston by Louis E. Kirstein, until recently located at Summer and Washington streets, when it was removed for the traffic lights, is now located at Northern Artery and Washington street, Somerville, where it was dedicated yesterday in the presence of Mayor Curley and Mayor Murphy of Somerville, to whom the tower was presented in behalf of the city of Boston and with the approval of Mr. Kirstein.

The exercises took place at noon. Mayor Curley was escorted from Boston City Hall to the scene of the dedication by a detail of motorcycle officers from Somerville. Mayor Murphy welcomed Mayor Curley and said he was appreciative of the gift. Mayor Curley in behalf of the city of Boston and Mr. Kirstein presented the tower to the city and then unveiled it while the high school band played the "Star Spangled Banner." Many members of the Somerville city government were present, as well as Traffic Commissioner Joseph A. Conry of Boston.

Post 12/7/30



L ESCALATOR PLAN OPPOSED

The Forest Hills Improvement Federation, composed of organizations with a membership of 2000 in the district, went on record last night as opposing the removal of escalators at the Forest Hills Elevated station.

The organizations represented were the Forest Hills A. A., the Bussey Improvement Association, the Francis Parkman Parents' Association and the Forest Hills Club.

Petitions to the Department of Public Utilities are being circulated in the district to prevent substitution of ramps for the escalators. The drive on the Elevated move was begun by the John J. Williams Council, Knights of Columbus, when plans to remove the escalators were made known last week.

Post 12/7/30

ASKS \$28,050,000 FOR WORK IN 1931

Mayor Announces Big Construction Programme for City --- Many Bills Ready for Legislature

BY WILTON VAUGH

Construction of eight major public improvements in this city at a cost of \$28,050,000 was announced late yesterday by Mayor Curley as the basis of his 1931 programme to develop Boston and at the same time put the jobless to work.

30 BILLS READY

In order that unemployment relief may be provided as soon as possible, the Mayor directed Corporation Counsel Samuel Silverman to draft bills covering each of the planned projects, so that the incoming Legislature may be able to consider the measures without delay and give the city authority to start the improvements in January.

Already the Mayor and the corporation counsel are a month ahead of schedule in preparing the city's programme for presentation to the Legislature. Although the time limit will not expire until Jan. 17, the corporation counsel now has 30 bills drawn up for filing with the Legislature.

In the past it has been the practice of the city officials to wait for the last few days before filing, but this year the Mayor has ordered the bills in early, so that the interested public as well as the Legislature may have sufficient time to consider the measures, and the city will not have to wait until May or June for authority to start work.

Outstanding among the public improvements proposed for next year is the extension of the Boylston street subway under Huntington avenue from Copley square to Brookline village at a cost of \$14,000,000. At conferences which have already been called at

City Hall this year, the Huntington avenue subway has been considered by Boston and Brookline officials, transit and traffic experts and the Elevated officers themselves as the most important transportation need of the city at present.

Subway Much Needed

Experts have pointed out that the subway extension not only would develop Boylston street and Huntington avenue property by removing the car tracks and traffic congestion, but would also provide necessary rapid transit service for the 14 educational institutions in the vicinity of the Harvard Medical School, as well as the residents of Roxbury, Jamaica Plain, Brookline and adjacent cities and towns.

For traffic relief in the downtown business district, the Mayor will ask the Legislature to permit the city to spend \$5,000,000 next year to start the proposed double-decked central artery. To build this local and express highway from the North Station to the Dover street bridge will cost \$28,000,000, linking the north with the south shore.

But the Mayor has insisted that not more than \$5,000,000 should be spent on the project in a single year, and so he will ask for authority to run the first link from the Nashua street extension, over Portland and Merrimac streets, through Haymarket square and along Cross street to a point beyond the proposed entrance of the \$16,000,000 East Boston traffic tunnel.

Artery Plan Urged

The central artery plan, drawn up by the City Planning Board, under the direction of President Robert Whitten of the American City Planning Institute, has already been approved by the Retail Trade Board of the Chamber of Commerce and other leading business

groups, who have demanded that construction work be started without delay.

Next in the order of the amount of the appropriation will be a bill seeking authority to spend \$3,500,000 next year on a school construction programme. The purpose of this programme will be to remove as many portables as possible in 1931 by erecting permanent buildings and to provide special facilities to meet the new demands of the shifting school population.

Because of the constant repairs required at the old Charlestown north drawbridge, near the Chelsea Naval Hospital, resulting in frequent traffic tieups during the past few years, the Mayor will ask for authority to build a new bridge there for the heavy north shore traffic, at a cost of \$1,500,000.

For the improvement of the East Boston airport, the Mayor proposes to spend \$1,250,000, particularly on the reclamation of the Bird Island flats and the enlarging of the present anchorage basin between Jeffries Point and Governor's Island.

East Boston Strandway

To connect the airport with Orient Heights and give East Boston a strandway along the shore of the bay's water residential section similar to that at Columbus Park, South Boston, the city will seek legislative authority for a loan of \$1,000,000.

Considering this improvement as a link of the metropolitan park system, an effort was made almost a year ago by the Mayor to have the East Boston Strandway constructed by the Metropolitan District Commission. Failing to induce the State to develop the shore line, the Mayor has finally decided that the city will go ahead with it alone.

Another project of last year which is included in the 1931 programme is the widening of Centre street, West Roxbury, to relieve traffic congestion on the Boston-Providence national motor highway, at a cost of \$1,000,000, giving the artery a uniform width of 80 feet.

Delay on Centre Street

Start on the Centre street widening was made this year, but the Mayor agreed to hold the development up at the request of the sponsors of the widening and the residents of the district affected. The enabling act of 1929 ordered the city to make the street 100 feet wide, but Representative Henry L. Shattuck, treasurer of Harvard, protested that it would take too much land from the Arnold Arboretum, and offered to appeal to the 1931 Legislature to cut the proposed width down to 80 feet.

The final item in the city's major programme calls for the expenditure of \$1,000,000 to widen Dorchester avenue, South Boston, from Fort Point Channel bridge to the Old Colony boulevard, opening up the "bottle-neck" in the waterfront route between the South Station and the south shore.

Officials at City Hall expressed hope that the Legislature would grant early approval of the programme to spend more than \$28,000,000 outside the debt limit at this time for the relief of unemployment, for in 1930 the solons were even more generous.

ADVERTISER 12/7/30

Post 12/7/30

Again on a Busy Corner



—Photo by Boston Sunday Advertiser Staff Photographer

TRAFFIC TOWER THAT ONCE stood at Washington and Summer sts., Boston, is now located at Northern Artery and Washington st., Somerville. Yesterday Mayor James M. Curley of Boston, left, presented the tower to Mayor John J. Murphy of Somerville, several hundred attending the ceremony. Louis E. Kirstein, who donated the stand to Boston, approved the transfer.

URGES GIFT OF CREDIT TO THE POOR

Merchandise Slips, Not Old Clothes, Need, Says Mayor

To empty the shelves of the retail firms of the State and start the wheels of industry in motion, Mayor Curley yesterday suggested to the State emergency unemployment committee a campaign to have the wealthy women of Massachusetts give merchandise certificates instead of their old clothes to the poor.

SCORES FIRST PROPOSAL

In a letter to Chairman James J. Phelan of the State committee, the Mayor contended that the committee's proposal to have the women give away their old clothes and promise to buy new ones would not be successful in its proposed purpose of stimulating sales.

The Mayor hinted that the women of wealth would buy new Christmas clothes anyhow, and if they would present credit slips to the poor, the sales would be doubled.

In his communication to the State committee, the Mayor said:

"The proposition that the good people of the Commonwealth send in their old garments for the unemployed and agree to buy new ones for themselves would not, in my opinion, accomplish the purpose desired, namely, promote large sales of merchandise, for the reason that human nature does not change even in a period of depression and, while the intent might be good, the probability is that it would not be carried out.

"It occurs to me, and I submit it to you and to the press, that if these good women headed by Mrs. Nathaniel Thayer, representing the women's committee on unemployment in Massachusetts, would undertake a campaign at once for the distribution of credit slips or gift certificates, redeemable in merchandise at any Massachusetts store for face value, it would speedily empty every retail establishment in the State and start the wheels of industry in motion.

"It would simply be a departure from the prevailing custom of distributing presents within one's immediate circle to those who not infrequently do not need them and permit of the distribution to those who actually do need them and, through this distribution, contribute materially to the relief of the needy and to business."

Curley Announces

\$28,000,000 in

Public Work

EARLY START IS PUT UP TO LEGISLATURE

Mayor to Ask Permission to
Borrow Outside Debt Limit
for Expenditure

\$14,000,000 FOR SUBWAY

Extension From Copley Sq.
to Brookline Village Larg-
est Item on List

Plans for \$28,050,000 worth of public works were announced yesterday by Mayor Curley in his legislative program for 1931.

His announcement followed a lengthy conference with Corp. Counsel Samuel Silverman, Budget Commissioner Charles J. Fox and City Auditor Rupert S. Carven.

Permission to borrow outside the debt limit for the projects will be asked by him in time for the incoming Legislature to act on it when it convenes next month. Speedy action will insure the completion of the work in 1931, he said.

The biggest of the works planned is the subway extension from Copley sq. to Brookline Village at an estimated cost of \$14,000,000.

DOUBLE DECK HIGHWAY

The first link of the "Central Artery Plan," the double-deck highway, is also included. The first link will be constructed from North Station to Cross st., near Haymarket sq., and is designed to relieve the congestion that will eventually come at that point with the completion of the \$16,000,000 traffic tunnel to East Boston. The first link will cost \$5,000,000.

His school construction program will account for \$3,500,000 during the year and the new Chelsea bridge, planned to replace the one now over North Channel, will ac-

count for \$1,300,000.

Reclamation of Bird Island flats and enlargement of the present harbor anchorage, all with a view toward improvement of the airport, are listed for \$1,250,000.

EAST BOSTON STRANDWAY

Construction of the new East Boston strandway in the Bayswater st. to World War Memorial Park section will cost \$1,000,000, with equal amounts planned for the widening of Centre st., West Roxbury to a uniform width of 80 feet and the widening of Dorchester ave., from a point near Fort Point channel to Old Colony ave.

"If legislation on the matters is enacted early," the Mayor said, "it will permit the construction during 1931 and will do much to relieve unemployment in this section."

"To insure as early a start as possible, I will have the bills ready for the Legislature when it convenes next month."

HERALD 12/7/30

BOSTON TRAFFIC TOWER GIVEN TO SOMERVILLE

The bronze traffic tower which saw much service at the intersection of Winter, Summer and Washington streets but which was displaced by the new downtown traffic light system, was formally presented to the city of Somerville yesterday. Mayor Curley presented it to Mayor John J. Murphy in behalf of the city of Boston and the donor, Louis E. Kirstein, vice-president of William Filene's Sons Company. It is located at Washington street and the Northern artery, one of the busiest intersections in the city.

HERALD 12/7/30

CURLEY SUGGESTS CREDIT SLIP PLAN

Sees Way to Stimulate Buying
And Relieve Jobless

Mayor Curley broached the suggestion yesterday to Chairman James J. Phelan of the Governor's emergency committee on unemployment that buying in the retail stores of the state can be stimulated if the committee will seek contributions of money which can be converted into merchandise through credit slips or certificates redeemable in any store in Massachusetts.

The mayor expressed the opinion that the plan, to be inaugurated tomorrow by the women's committee of the state organization of which Mrs. Nathaniel Thayer is chairman, will fail to accomplish its purpose. The women's committee has invited contributions of serviceable clothing from persons who will agree immediately to purchase new apparel and it is the intention to distribute the clothing to the needy among the unemployed.

In the judgment of the mayor this plan will not stimulate retail trade and he has suggested an alternative which he believes will guarantee the accomplishment of the purpose intended by Mrs. Thayer's committee.

"If persons, who are able, will donate money to the committee of Mrs. Thayer arrangements can be made with every retail store in the state to issue credit slips or merchandise certificates and such a plan, in my judgment, will be a real stimulus to retail trade," the mayor says.

It has been the policy of the state committee on unemployment to create or find jobs for the unemployed without resort to a public appeal for contributions of money. This policy was vigorously enunciated at City Hall Thursday, by Ralph W. Bowdoin, executive secretary of the state committee, in a declaration that the organization will not include the raising of a public fund in its activities.



A Visitor at the new Tyler st. workshop of the Boston Tuberculosis Association yesterday was Mayor Curley. Left to right are Joseph Johnson, the mayor, Dr. Wilinsky, Isabelle Hyams and Dr. John B. Hawes, president of association.

TRANSCRIPT 12/8/30

Hub Patrolmen Aid City's Unemployed



Mayor James M. Curley, left, shown yesterday at City Hall as he accepted from Officer John T. Lyons, aide of Police Commr. E. C. Hultman, the \$2153 contribution from the department to the unemployed of the city.

Curley Ask for Cash, Not Clothes

Mayor Curley disagrees with James J. Phelan, chairman of the Massachusetts Emergency Committee on Unemployment, on the plan suggested for contributions of clothing for the unemployed credit slips or gift certificates. His letter to Mr. Phelan is as follows:

"The proposition that the good people of the Commonwealth send in their old garments for the unemployed and agree to buy new ones for themselves would not, in my opinion, accomplish the purpose desired, namely, promote larger sales of merchandise, for the reason that human nature does not change, even in a period of depression, and while the intent might be good the probability is that it would not be carried out.

"It occurs to me, and I submit it to you and to the press, that if these good women, headed by Mrs. Nathaniel Thayer, representing the Women's Committee on Unemployment in Massachusetts, would undertake a campaign at once for the distribution of credit slips or gift certificates, redeemable in merchandise at any Massachusetts store for face value, it would speedily empty every retail establishment in the State and start the wheels of industry in motion. It would simply be a departure from the prevailing custom of distributing presents within one's immediate circle to those who not infrequently do not need them and permit of the distribution to those who actually do need them and, through this distribution, contribute materially to the relief of the needy and to business."